

Proposed new Industrial Unit (B2/B8)

Former Unit 1, The Lombard Centre,
Link Road, Huyton, Knowsley L36 6AP

Planning Statement

On behalf of **Green Recovery South West Ltd**

TABLE OF CONTENTS

1.0 INTRODUCTION.....1

2.0 SITE CONTEXT.....2

3.0 ECONOMIC STATEMENT4

4.0 HEALTH IMPACT ASSESSMENT (HIA)6

5.0 PLANNING POLICY CONTEXT7

6.0 APPRAISAL13

7.0 SUMMARY & CONCLUSION17

1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Cassidy + Ashton, to support a full planning application for the erection of an industrial building (Class B2/B8), ancillary service yard and car park, on the Former Unit 1, Lombard Centre, off Link Road, Huyton, Knowsley L36 6AP.
- 1.2 The proposed development represents 3,000 m² GFA of building.
- 1.3 The application is submitted on behalf of Green Recovery South West Ltd.
- 1.4 This Statement seeks to demonstrate that the application has been prepared with full consideration of both the national and local planning policy context within which it sits. Justification behind the scheme is set out and the planning merits assessed, including matters of principle of the development, design, transport impacts and sustainability. The conclusion is then reached that the development conforms with the principles of sustainable development and any other material planning considerations and therefore, planning permission should be granted for the application.
- 1.5 In order to allow a proper assessment of the proposals and to satisfy the requirements of planning policy, the application is accompanied by an appropriate suite of supporting information, including surveys/reports, so meeting the Council's validation requirements.

2.0 SITE CONTEXT

SITE DESCRIPTION

- 2.1 The application site comprises a broadly square-shaped parcel of land totalling approximately 0.57 ha. The site sits within Huyton Industrial Estate, located at the interchange of the M57 and M62 in Merseyside.
- 2.2 The land on which the application sits was a former household waste facility, which was the subject of a major fire in July 2024. The site is currently cleared, vacant and devoid of buildings.



Image from Google Maps – note building shown on site is no longer present (burnt down)

PLANNING HISTORY

- 2.3 There are a number of previous planning approvals associated with the application site, determined by Knowsley Council. Those of particular interest are identified below:

<u>Planning Reference</u>	<u>Description</u>	<u>Status</u>
12/00780/COU	CHANGE OF USE TO TRANSPORT DEPOT WITH VEHICLE MAINTENANCE TOGETHER WITH MOT TESTING STATION	Approved
13/00434/FUL	CONTINUATION OF USE AS WASTE RECYCLING CENTRE (USE CLASS B2) IN UNITS 1 & 2 AND CHANGE OF USE FROM TRANSPORT DEPOT/MOT STATION TO WASTE RECYCLING CENTRE IN UNIT 3.	Approved
18/00695/FUL	RETENTION OF USE OF EXTERNAL YARD FOR STORAGE OF RECYCLED MATERIALS, TOGETHER WITH RETENTION OF TWO STOREY MODULAR OFFICE BUILDING, W/C AND RELOCATION OF PARKING SPACES	Approved

- 2.4 The established planning use for the site is Class B2.

3.0 ECONOMIC STATEMENT

STRATEGIC CONTEXT

- 3.1 Knowsley forms part of the Liverpool City Region and is recognised as a key industrial and logistics hub within the North West. Huyton Business Park benefits from excellent transport connectivity, with direct access to the M62 and M57 motorways, Liverpool John Lennon Airport, and the Port of Liverpool. The area has been prioritised by Knowsley Council for business growth and inward investment.
- 3.2 The proposed development aligns with regional economic strategies including the Liverpool City Region Local Industrial Strategy and Knowsley's Economic Growth Plan, which seek to:
- Support advanced manufacturing and logistics sectors
 - Attract private investment
 - Deliver employment space to meet local demand

ECONOMIC BENEFITS

- 3.3 **Job Creation** - the development is expected to generate approximately 20–40 direct/indirect full-time equivalent (FTE) jobs on site, depending on end-user operations (manufacturing, storage, distribution). Additional indirect and induced employment is anticipated through the supply chain and local service industries.
- 3.4 **Construction Phase** - the build phase is expected to support approximately 25–35 temporary construction jobs, contributing to the local construction sector and supply chain. Local contractors and suppliers will be prioritised where possible, increasing spend within the borough.
- 3.5 **Business Retention & Attraction** - the provision of modern B2/B8 space addresses a well-documented shortage of high-quality industrial accommodation in the Knowsley area. The new unit will enable new/existing local businesses to expand or new

businesses to relocate into the borough, supporting long-term economic growth and business retention.

- 3.6 **Increased Business Rates** - the unit is projected to generate circa £80,000–£120,000 per annum in business rates, supporting local public services and council budgets. Where applicable, the project may also qualify under the Council’s business rates incentive programmes, making it more attractive to potential occupiers.
- 3.7 **Sustainability and Skills** - the proposed unit will be built to modern environmental standards, contributing to sustainable growth in the region. End users are likely to offer a range of skilled and semi-skilled employment opportunities, aligning with local workforce skills and helping reduce unemployment and economic inactivity within Knowsley.

CONCLUSION

- 3.8 The proposed 3,000m² industrial unit at Huyton Business Park represents a significant opportunity to support economic growth in Knowsley. The development will create new employment opportunities, attract business investment, and strengthen the local industrial base. It directly supports local and regional economic strategies and provides infrastructure that is essential for a growing, competitive, and inclusive local economy.
- 3.9 The proposal is therefore considered to make a strong and positive economic contribution, justifying planning approval and public sector support where appropriate.

4.0 HEALTH IMPACT ASSESSMENT (HIA)

- 4.1 In consideration against Core Strategy Policy CS2 and through the use of the Council's own template, a HIA is submitted. Refer separate document.

5.0 PLANNING POLICY CONTEXT

INTRODUCTION

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 5.2 The current adopted Development Plan for Knowsley is comprised of:
- ✓ Merseyside and Halton Waste Local Plan (2013)
 - ✓ Knowsley Local Plan: Core Strategy (2016)
 - ✓ Knowsley Replacement UDP (2006) (Saved Policies)
- 5.3 National planning policy guidance on planning applications is set out within the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) and they are a material consideration in the determination of this application.

NATIONAL PLANNING POLICY FRAMEWORK

- 5.4 The National Planning Policy Framework, which was amended in December 2024, sets out the Government's planning policies for England and how these should be applied. The policies relevant to this application are set out below:

*The overarching aim of the planning system is considered to be contributing to the achievement of sustainable development. There are three overarching objectives to sustainable development, which are interdependent and need to be pursued in mutually supportive ways; **economic, social and environmental**. At the heart of the Framework there is considered to be a presumption in favour of sustainable development (paragraph 8). The NPPF states (**paragraph 39**) that decision-makers at every level should seek to approve applications for sustainable development.*

For decision-taking this means; approving development proposals that accord with an up-to-date development plan without delay.

*Planning 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 (**paragraph 85**).*

*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 (**paragraph 110**). Applications for development should give priority first to pedestrian and cycle movement's in turn facilitating access to high quality public transport and allow for the efficient delivery of goods and access by service and emergency vehicles (**paragraph 111**).*

Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;*
- b) Local market conditions and viability;*

- c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*
- d) The desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and*
- e) The importance of securing well-designed, attractive and healthy places (paragraph 129)*

*The **creation of high-quality buildings** and places is fundamental to what the planning and development process should achieve, with good design a key aspect of sustainable development (paragraph 131).*

Paragraph 135 requires planning decisions to ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) Are **sympathetic to local character** and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

KNOWSLEY REPLACEMENT UDP (2006) (SAVED POLICIES)

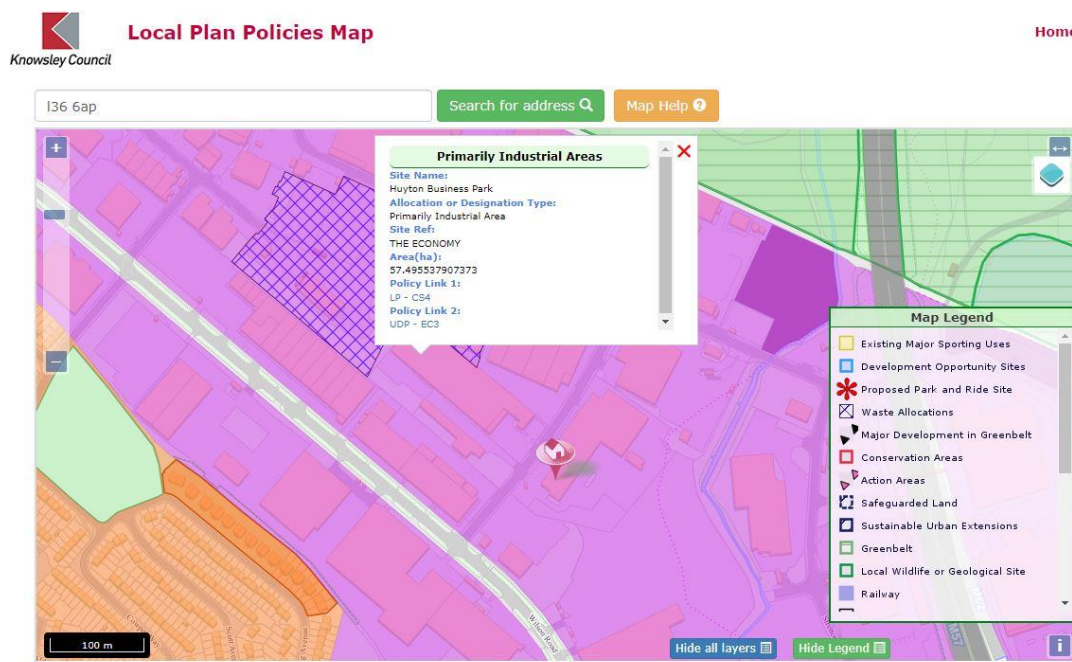
5.5 Though now partially superseded, the following saved policies remain relevant:

- Policy EMP3: Primarily Employment Areas – supports B1, B2, and B8 uses in designated employment areas.
- Policy T6: Traffic Management – requires development to be acceptable in terms of highway safety and efficiency.
- Policies ENV8 & ENV9 – cover flood risk and drainage requirements for new development.

KNOWSLEY LOCAL PLAN: CORE STRATEGY (2016)

5.6 The site falls within an Existing Employment Area and is identified for employment development under:

- Policy EC3: Employment Land Supply and Locational Strategy – supports development within designated employment areas such as Huyton Business Park.
- Policy CS4: Economy and Employment – encourages sustainable economic growth and investment in local job creation.
- Policy CS2: Sustainable and Green Places – promotes energy efficiency, sustainable drainage, and environmental protection.
- Policy CS7: Transport Networks – encourages sustainable access to employment locations.



Extract from Local Plan Policies Map

MERSEYSIDE JOINT WASTE LOCAL PLAN (2013)

- 5.7 The Merseyside and Halton Joint Waste Local Plan was adopted in 2013. The Plan provides the City Region with a clear direction for future waste management development to 2027, both in terms of site allocations and detailed development management policies.
- 5.8 The overarching approach has the objective to maximise recycling, resource recovery and re-processing.
- 5.9 Relevant policies include the following:
- Policy WM0 – Sustainable Development
 - Policy WM5 – Additional small scale waste management operations
 - Policy WM12 – Waste Management Development Criteria

PLANNING POLICY SUMMARY

- 5.10 National and local planning policies are accepting of new employment development within existing employment land, such as the application site. As an identified Employment Area, the principle of new industrial development is accepted within national and local policy.
- 5.11 It is apparent that the scheme will make a contribution to strengthening the local character of the industrial estate through high-quality design and increasing the diversity of employment opportunities within the area.

6.0 APPRAISAL

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the starting point for planning applications is the development plan. Applications should be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 The main planning issues of relevance to this application are as follows and each matter will be considered further within the remainder of this chapter:
- Principle of Development
 - Design
 - Transport Impacts
 - Sustainability

PRINCIPLE OF DEVELOPMENT

- 6.3 The provision of new employment floorspace is overwhelmingly supported under national and local planning policy, when proposed in sustainable locations.
- 6.4 Consideration of the site and wider areas' planning history, provided in Chapter 2, evidences the prevalence of employment use in this location and identifies it as a local employment area characterised by a critical mass of industrial, warehousing and service activity with good access to local markets and employees. As such, the proposed development on this site and associated infrastructure is wholly acceptable and supported by local planning policy.
- 6.5 The principal economic aim of the NPPF is to create conditions in which businesses can invest, expand and adapt, supporting economic growth and productivity, whilst taking into account both local business needs and wider opportunities for development. As such, it is considered that the principle of development for a new purpose-built facility is entirely appropriate.

DESIGN

- 6.6 A number of local policies concern the design of new development and how this should be of a high standard, which contributes to the surrounding area. In designing the proposed development, care has been taken to take full account of the relationship of the site to adjacent properties both in terms of scale and massing.
- 6.7 This application seeks the erection of a new purpose-built facility. The facility is modern / state of the art and will attract further investment and provide a higher quality environment.
- 6.8 The design and layout of the proposals has been set out to make the most efficient use of the land available, whilst meeting end-user requirements. The building will make a positive contribution to the locality, through the use of good quality materials, promoting an active frontage and responding to the plot size and spatial character of the area.
- 6.9 It is considered that the development will be designed and built to the principles of energy saving, efficiency and sustainability. The efficient use of resources will be maximised through the adoption of appropriate design and specification practices.
- 6.10 As such, the development accords with the requirements of the relevant local and national planning policies and represents sustainable growth.
- 6.11 Under National Planning Practice Guidance, a Design and Access Statement is required for submission alongside any application for new build floor space exceeding 1000m². Where provided a Design and Access Statement must 'explain the design principles and concepts that have been applied to the proposed development; and demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes context into account.' The accompanying design and access statement will set out a number of high-quality design principles, which have been considered through proposal design and are to be followed throughout the duration of the development.

TRANSPORT IMPACTS

- 6.12 The site is well located within an established industrial area with suitable highway infrastructure in place, and there are no known prevailing road safety problems.
- 6.13 A review of the accessibility of the site by sustainable travel modes has been undertaken and there are a number of viable alternatives to the private car for access to the site for staff and visitors which have been identified.
- 6.14 The development proposals and access strategy are suitable and appropriate for the nature of the proposed development having previously accommodated trip movements associated with industrial use.
- 6.15 Overall, it can be concluded that the proposed development will not have a material impact on the safety or operation of the surrounding highway network and can therefore be accommodated.

SUSTAINABILITY

- 6.16 Under the NPPF, there is a presumption in favour of sustainable development.
- 6.17 There are three strands to sustainability; economic, social and environmental, of which each is to now be considered. These strands are interdependent and required to be pursued in mutually supportive ways.
- 6.18 Economically, the proposals would require the erection of a new purpose-built commercial building, which will create new opportunities for businesses to flourish, both during the construction period and once operational.
- 6.19 Socially, the development will add to the already vibrant community of office, industrial and premises found within the Industrial Estate. The site is in a highly accessible location and could provide opportunities for local residents, ultimately strengthening the local skills base.

6.20 Environmentally, there are a few environmental constraints due to the nature of the location. The application site is located within a sustainable location with good transportation links by both private vehicle and public transport.

7.0 SUMMARY & CONCLUSION

- 7.1 The proposed industrial unit is expected to generate approximately 20–40 full-time equivalent jobs, depending on end user requirements and wider supply chain. It will help meet modern industrial and warehousing needs in a sustainable and strategically located setting, contributing positively to Knowsley’s economic base in accordance with the NPPF (2024, Paragraph 86) and Local Plan Policies EC3 and CS4.
- 7.2 The site is previously developed land within the urban area, currently underutilised. The proposal aligns with NPPF (2024, Paragraph 123) and Policy CS1, both of which prioritise the regeneration and reuse of brownfield sites.
- 7.3 The site is located in Flood Zone 1, at low risk of flooding. A Flood Risk Assessment (FRA) and Sustainable Drainage Strategy have been prepared and demonstrate compliance with NPPF (2024, Paragraph 165) and Policy CS2.
- 7.4 The building will be of high-quality industrial design using sustainable materials and practices.
- 7.5 This planning application proposes a sustainable, employment-generating development on allocated employment land within a well-established industrial location in Huyton, Knowsley. The development:
- ✓ Supports national and local economic growth priorities;
 - ✓ Makes efficient and sustainable use of brownfield land;
 - ✓ Achieves high standards of design, access, and drainage;
 - ✓ Delivers net benefits in terms of employment, infrastructure, and environmental quality.
- 7.6 The scheme is fully consistent with the most recent NPPF (December 2024), the Knowsley Local Plan: Core Strategy (2016), and saved policies from the Knowsley UDP (2006).
- 7.7 Planning permission is respectfully sought, subject to appropriate planning conditions.

Cassidy+Ashton

C+A

Chester Office:

10 Hunters Walk, Canal Street,
Chester

T: +44(0)1244 402 900

E: chester@cassidyashton.co.uk

Preston Office:

7 East Cliff, Preston,
Lancashire, PR1 3JE

T: +44(0)1772 258 356

E: preston@cassidyashton.co.uk

Email us:

architecture@cassidyashton.co.uk

surveying@cassidyashton.co.uk

planning@cassidyashton.co.uk

Follow us on:



www.cassidyashton.co.uk

Architecture + Building Surveying + Town Planning

Cassidy and Ashton is a trading style of Cassidy and Ashton Group Limited
Registered in England and Wales No. 2510645 – 7 East Cliff, Preston, PR1 3JE

RIBA  RICS  RTPI 

