

Regeneration and Economic Development Department

APPLICATION NO: 20/00124/NMA2

APPLICANT: PLP And Knowsley Unit Trust

WARD AFFECTED: Northwood

DEVELOPMENT: APPLICATION FOR A NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 20/00124/FUL (ERECTION OF B8 WAREHOUSE/DISTRIBUTION CENTRE INCLUDING MEZZANINE FLOOR, ANCILLARY OFFICE AND WELFARE FLOORSPEACE, TRUCKERS FACILITIES PLUS GATEHOUSE, ACCESS, PARKING AND SERVICING AREAS TOGETHER WITH ASSOCIATED WORKS AND INFRASTRUCTURE) - AMENDMENT SOUGHT TO APPROVED PLANS TO ALLOW FOR CHANGES TO FENCING ALIGNMENT AROUND BALANCING POND ADJACENT TO CAR PARK; TYPE OF FENCING ADJACENT TO SUBSTATIONS AMENDED INCLUDING FENCE TO SEPARATE WOODLAND AND SUBSTATION; ROOF ACCESS LADDERS STYLE AND LOCATIONS AMENDED; ADDITIONAL FOOTPATH ADDED TO THE NORTHWEST OF THE SITE AND PEDESTRIAN CROSSING RELOCATED TO THE WEST OF THE SITE; GATE HOUSE AND GUARD HOUSE LOCATIONS AMENDED; WINDOW HEIGHTS WITHIN WAREHOUSE CLADDING AMENDED AT UPPER LEVELS; ADDITION OF BAILER CANOPY TO THE NORTH; AND ROOF PLANT AND WALKWAY SHOWN ON PLANS.

LOCATION OF SITE: Former Sonae Site, Moss Lane / Marl Road, Kirkby, Knowsley, L33 7XQ,

KNOWSLEY LOCAL PLAN ALLOCATION –

Urban Greenspace and Educational Land - Urban Greenspace And Educational Land

Primary Industrial Area - Primarily Industrial Area

Site of Biological or Geological Interest - Site Of Biological Or Local Geological Interest (Rivers)

RELEVANT POLICIES

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS19 - Design Quality and Accessibility in New Development

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

EC3 - Primarily Industrial Areas

TECHNICAL CONSULTATIONS:

Merseyside Fire And Rescue Authority - No objections in principle.

NEIGHBOUR NOTIFICATION:

NA

ARTICLE 35

NA

ISSUES AND ASSESSMENT:

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PROPOSAL

This application relates to a site of approximately 15.1 hectares and lies in the North West corner of Knowsley Industrial Park. The site is bound by Moss Lane, Lees Road and Ashcroft Road on the southern boundary with Marl Road forming the eastern boundary. To the north is a bunded area and rail freight line with Public Open Space and the LFC training ground and public playing pitches to the west extending to Simonswood Lane and the wider Northwood residential area beyond. The site formerly housed the Sonae Tfibra (UK) site.

In May 2020 planning permission was granted for up to 77,637 sq.m of B8 floorspace with ancillary office space and staff welfare areas. Vehicle and pedestrian access is provided into the site from an upgraded existing access point off Moss Lane approved under the hybrid permission (18/00776/HYB) and in addition three additional accesses were proposed, one from Ashcroft Road and two from Marl Road. The main B8 use will be ground floor but there is to be a mezzanine floor within the unit to provide additional floor space. HGV access would be from Moss Lane, and exit onto Moss Lane or the northern access onto Marl Road. Car parking would be accessed off Ashcroft Road and Marl Road, with bus access from the northern access off Marl Road. Delivery/distribution points would be on the north western (rear) elevation and the north eastern (side) elevation of the building. HGV parking would be to the north western and north eastern boundaries of the site adjacent the delivery/distribution areas. Two balancing ponds were proposed with landscaping within the site together with levelling works.

A non-material planning application was approved in October 2020 (20/00124/NMA) which granted amendments to the approved large distribution centre scheme, due to the requirements of the end user. The main amendments related to minor site works including an additional substation, reduction in motorcycle and car parking spaces and a small reduction in HGV parking spaces, realignments of access road, yard area, pallet store relocation and resizing etc. Minor elevation changes were approved together with minor changes to the gatehouse and guard house together with changes to the landscaping. The lighting scheme was updated to account for the changes to the site and building, and the energy statement revised to account for the materials specifications of the building fabric following detailed design.

A non-material planning application was approved in September 2021 (20/00124/NMA1) which granted amendments to the approved scheme for the large distribution centre. The amendments were due to the requirements of the end user. The main amendments granted are to increasing the number of HGV parking spaces available, a reduction in the number of car parking spaces and relocation of two access points along Marl Road. The amendments also require a relocation and reconfiguration of the site bus depot, and amendments to the car parking area. A balancing pond was also approved to be slightly amended with a revised landscaping scheme. The mezzanine floorspace is approved to be increased by approximately 1500 sq.m.

A new HGV checking system using an Automatic Licence Plate Reader (ALPR) will also be used which will reduce individual check-in times for HGVs from 4 minutes to 1.5 minutes. One of the impacts of this reduction in check-in time is that there will be a greater number of vehicles in the yard at any single time, with fewer queueing on the access road within the site waiting to be checked-in at the gatehouse, hence the additional HGV parking spaces. As a result the HGV yard was granted for an additional 40 HGVs to park within the yard at any one time. The end user operator also re-assessed the required number of car parking spaces based upon operations elsewhere and in particular, use of non-car means of transport by employees to get to and from work. As a result, it was approved that the number of car parking spaces be reduced to 478 spaces.

This current non-material amendment planning application seeks minor amendments again due to end user requirements. The revisions are as follows:-

- Seven additional HGV parking spaces adjacent to sprinkler tanks.
- HGV turning circle in the north east yard relocated.
- Amendments to yard adjacent to Seasonal access including changing of guardshack location.
- Correction of fencing alignment around balancing pond adjacent to car park.

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- Type of fencing adjacent to substations amended including fence to separate woodland and substation.
- Roof access ladders style and locations amended.
- Additional footpath added to the northwest of the site and pedestrian crossing relocated to the west of the site.
- Gate house and guard house locations amended.
- Window heights within warehouse cladding amended at upper levels.
- Addition of bailer canopy to the north.
- Roof plant and walkway shown on plans.

POLICY CONSIDERATIONS

This application complies with the above noted planning policies.

DESIGN, ACCESS AND CRIME PREVENTION

The proposals would alter the external works of the site to a degree but the changes will be minimal in the context of the overall size of this very large site. The window height revisions, bailer canopy, plant and walkway, changes to roof access ladders with regard the building will have minimal impact on the appearance of the building given the context of the building and the extremely large mass and size of it. The proposed works would be acceptable in terms of appearance and the application complies with Policies CS2 and CS19 of the Core Strategy and saved Policy EC3 of the UDP.

HIGHWAYS

The gate house is within the site to the north west of the southern part of the main building, with the footpath and pedestrian crossing are to the north west of the northern end of the main building within the northern part of the site, with all of these within the site. These proposals would have little impact on the highway. The proposed additional HGV parking spaces would be adjacent the south west side of the building to the north west of sprinkler tanks. They would offer additional HGV parking and would offer no detrimental impacts to the highway network. The proposed works would have little impact on the highway network or highway safety and the application complies with Policies CS2 and CS19 of the Core Strategy and saved Policy EC3 of the UDP.

RESIDENTIAL AMENITY

It is considered that the proposed changes to the scheme will not have more impact on the residential amenities of the nearest housing on Dale Lane and Simonswood Lane than the approved scheme taking account the type and scale of changes in the context of the building and site and the application is therefore acceptable.

CUMULATIVE EFFECTS

There have been a number of non-material amendments approved on the site, but take as a whole it is not considered that they materially affect the approved scheme due to the scale of the development, its location and the nature of the changes.

CONCLUSION

The proposed works are required due to the operational requirements of the end user operator. They are minor in nature when considered in the context of the scale and size of the site and the overall development and can be considered non-material amendments. The proposed amendments would be acceptable in terms of visual impact, and would not impact on the highway or residential amenity any greater than the approved schemes. The application is considered to accord with planning policies and is therefore recommended for approval.

RECOMMENDATION:

That Planning Permission be granted subject to the following condition(s):-

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- 1) The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

- 2) The acoustic barrier shall be in place prior to the site being brought into use and shall be of a close-boarded design, have a height of 4.0m and a minimum density of 10kg/m², and shall be finished or stained the same as the example acoustic fence shown on drawing ref B8391-AEW-XX-XX-DR-A-0504_P12 Proposed Boundary Treatment Plan unless previously agreed in writing by the Local Planning Authority prior to installation.

Reason: In the interests of residential amenity and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 3) The cycle store hereby approved by plan ref B8391-AEW-XX-XX-DR-A-0516-S2-P6 Cycle Store Details shall be installed on site prior to the first use of the development hereby permitted and shall be retained for cycle parking purposes at all times that the development is on site.

Reason: To provide suitable cycle parking facilities for employees in the interests of sustainable transport and to comply with Policies CS2 and CS7 of the Knowsley Local Plan Core Strategy adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
23/03/2022	B8391-AEW-XX-XX-DR-A-0503	P22	PROPOSED SITE PLAN
10/05/2022	B8391-AEW-XX-XX-DR-A-0504	P14	PROPOSED BOUNDARY TREATMENT PLAN
23/03/2022	B8391-AEW-XX-XX-DR-A-0507	P6	PROPOSED GROUND FLOOR PLAN
23/03/2022	B8391-AEW-XX-XX-DR-A-0508	P6	PROPOSED MEZZANINE FLOOR PLAN
23/03/2022	B8391-AEW-XX-XX-DR-A-0509	P7	PROPOSED ROOF PLAN
23/03/2022	B8391-AEW-XX-XX-DR-A-0510	P11	PROPOSED ELEVATIONS
23/03/2022	B8391-AEW-XX-XX-DR-A-0511	P7	PROPOSED BUILDING SECTIONS
23/03/2022	B8391-AEW-XX-XX-DR-A-0512	P4	PROPOSED GUARDHOUSE PLAN AND SECTIONS
23/03/2022	B8391-AEW-XX-XX-DR-A-0513	P3	PROPOSED GUARDHOUSE ELEVATIONS
23/03/2022	B8391-AEW-XX-XX-DR-A-0514	P3	PROPOSED GUARDSHACK PLAN AND SECTIONS
23/03/2022	B8391-AEW-XX-XX-DR-A-0515	P3	PROPOSED GUARDSHACK ELEVATIONS
23/03/2022	B8391-AEW-XX-	P6	CYCLE STORE DETAILS

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	XX-DR-A-0516		
23/03/2022	B8391-AEW-XX-XX-DR-A-0517	P8	EXTERNAL FINISHES PLAN
23/03/2022	05	H	LANDSCAPE CONCEPT PLAN (SHEET 1 OF 2)
23/03/2022	06	I	LANDSCAPE CONCEPT PLAN (SHEET 2 OF 2)
23/03/2022	08	C	LANDSCAPE CONCEPT SECTIONS (SHEET 1 OF 2)
23/03/2022	09	B	LANDSCAPE CONCEPT SECTIONS (SHEET 2 OF 2)

Informatives

- 1 NOTE FOR APPLICANT: The applicant's attention is drawn to the following comments:
- 2 Merseyside Fire Authority

Lee Osborne

30 May 2022

Alan Kilroe
30 May 2022

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