



Land Between Villiers Road & Penrhyn Road
Knowsley Business Park
Knowsley
Full Planning Permission
Planning Statement

On behalf of **Pembury Developments Limited**

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Document Control Sheet

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For and on behalf of Chroma Planning and Development				

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Contents

1	Executive Summary	1
2	Introduction	2
	2.2 Scheme Benefits	2
3	Site Location and Description	3
	3.1 Site Location	3
	3.2 Site Description	3
	3.3 Site Designations.....	3
4	Planning History	4
	4.2 Pre-application.....	4
5	The Proposed Development.....	6
6	Planning Policy Framework	7
	6.2 National Planning Policy Guidance	7
	The National Planning Policy Framework (2021)	7
	6.3 Local Planning Policy	7
	6.4 Supplementary Planning Documents	8
7	Principal Planning Considerations.....	9
	7.2 The principle of development – Land Use.....	9
	7.3 Economic Benefits.....	11
	7.4 Highways and Access	12
	7.5 Design, Scale and Layout	14
	7.6 Flood Risk / Drainage	15
	7.7 Energy / Sustainability	17
	7.8 Ecology	17
	7.9 Trees	18
	7.10 Social Value.....	19
	7.11 Other Matters.....	19
	7.12 Planning Obligations.....	20
8	Summary and Conclusions	21

Appendices

Appendix A – Drawing Issue Sheet

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1 Executive Summary

- 1.1.1 This Planning Statement has been produced by Chroma Planning and Development Limited to support a planning application for the provision of a new building for industrial purposes with Class E industrial (formerly Class B1c process), Class B2 general industrial and Class B8 storage and distribution uses.
- 1.1.2 The proposals would provide a single unit for industrial employment purposes with ancillary office space, associated access, car parking, cycle parking, external areas, yards and associated engineering works.
- 1.1.3 The application submission comprises the following documents which should be read in conjunction with this Statement:
 - a) Completed Planning Application forms and certificates dated 1 March 2022;
 - b) Location Plan at a scale 1:1250 @A1 reference 6982-9 Rev B
 - c) Design and Access Statement prepared by AJA dated January 2022;
 - d) Drawing Issue sheet prepared by AJA dated 16 February 2022
 - e) Flood Risk Assessment and Drainage Strategy prepared by Burrows Graham dated 22 February 2022;
 - f) Drainage Strategy Plan prepared by Burrows Graham reference 2113-BGL-XX-XX-DR-C-0250 Rev P01
 - g) Transport Assessment prepared by Steer dated February 2022;
 - h) Framework Workplace Travel Plan prepared by Steer dated February 2022;
 - i) BRE AAM Assessment prepared by Yonder dated February 2022;
 - j) Energy Statement / Part L2A Compliance Report prepared by Yonder dated February 2022;
 - k) Ecology Assessment prepared by Ecology Solutions dated February 2022;
 - l) Arboricultural Survey, Implication Assessment and Tree Report prepared by Lowther Forestry Group Ltd dated 9 February 2022;
 - m) Landscape Design Statement prepared by Mood Landscape dated February 2022;
 - n) Soft Landscape Layout Plan prepared by Mood Landscape dated 4 February 2022 reference 22_208_L001 Rev A.
 - o) Social Value Strategy prepared by Fusion 21 dated 10 February 2022;
 - p) Health Impact Assessment prepared by Chroma Planning and Development dated February 2022;
 - q) Phase II Geo-environmental Site Assessment prepared by TRC dated 31 January 2022;
 - r) Air Quality Impact Assessment prepared by Fichtner dated 14 February 2022.

2 Introduction

- 2.1.1 This planning statement has been produced by Chroma Planning and Development Limited on behalf of our client Pembury Developments Limited (“Applicant”) to support a planning application for the following:

“Development comprising the erection of a new building for Class E (industrial), B2 general industrial and B8 storage/distribution including ancillary offices, landscaping, yards, access points off Villiers Road, car parking, cycle parking and associated engineering works.”

- 2.1.2 The proposals comprise a significant opportunity to provide additional employment generating development in a wider employment area location that will bring a currently empty Site into meaningful employment use.

- 2.1.3 This Planning Statement provides a review of the relevant national, regional and local planning policy and guidance relevant to the nature of the proposals and the specific degree to which the proposals would accord with the policies of the Statutory Development Plan. The statement is structured as below:

Section 3 – Site Location and Description - A description of the Site and surrounding context

Section 4 – Planning History - Details of the planning history of the Site

Section 5 – Proposed Development - Details of the development proposals

Section 6 – Planning Policy – A summary of the relevant planning policy framework

Section 7 – Planning Considerations – An assessment of the key issues

Section 8 – Summary and Conclusions

2.2 Scheme Benefits

- 2.2.1 This application provides an opportunity to deliver the following benefits to Knowsley:

- a) The provision of 9,941sqm GIA of new employment floorspace;
- b) The delivery of modern employment stock built to BREAAAM Excellent and EPC A rating standards to meet the environmental and sustainability requirements of modern occupiers and contribute towards meeting climate change targets;
- c) The potential to support employment within the construction industry and a minimum of 156 full time employees once the site is operational;
- d) A commitment to endorse a Social Value Strategy and seek to employ local people in the construction and operational phases;
- e) Regenerating a vacant brownfield site within the established Business Park in support of its growth and improvement;
- f) Providing enhancements in the form of landscape areas and tree planting;
- g) Promoting the use of sustainable travel methods, including cycling and EV charging points;
- h) Providing further investment into and growth of an established employment location.

3 Site Location and Description

3.1 Site Location

- 3.1.1 The Site is located within an established industrial / commercial location known as the Knowsley Industrial / Business Park South and falls within the jurisdiction of Knowsley Council (KC). The Site is bounded by Penryn Road to the north, and west, and Villiers Road to the south and east.
- 3.1.2 Knowsley Industrial / Business Park is identified by the Council as a Primary Industrial Area.
- 3.1.3 The Site is bound on all sides by existing industrial / large retail warehouse uses. The surrounding area is made up of a mix of commercial uses with predominantly large scale industrial units with notable occupiers including, Contract Chemicals, CP Kelco (opposite the site), Caldiera and Precision Pneumatics.
- 3.1.4 Knowsley Industrial and Business Park covers approximately 540ha of predominantly previously developed land to the east of Kirkby. The site is to the south of the A580 (East Lancashire Road) which separates the site from the wider Knowsley Business Park and Industrial Estate to the North.

3.2 Site Description

- 3.2.1 The Site itself comprises a 2.14 hectare vacant plot located within the centre of the wider southern business park zone. It is a relatively level Site with a gentle slope from west to east. The Site has limited vegetation internally but does have a tree line on its western, north western and south western boundaries, of mixed value.

3.3 Site Designations

- 3.3.1 The Site is designated by the Council as follows:
 - a) Within a Primary Industrial Area
 - b) Strategic Employment Location
 - c) Principal Regeneration Area
 - d) Land for Employment Development
- 3.3.2 The Site is located wholly within Flood Zone 1.
- 3.3.3 The Site is not located within a conservation area and there are no listed buildings within the Site or its vicinity.

4 Planning History

- 4.1.1 The Site has some planning history of relevance which is set out below.
- 4.1.2 Planning permission was granted in May 2009 for the erection of a waste gasification plant incorporating a 50M high Chimney Stack, 2 No Silos Enclosures Turbine Room & Air Cooled Condensers with associated screening CHP Room Switch & Transformed compounds, together with Construction of car parking & new access & associated works (application reference: 08/00474/FUL).
- 4.1.3 A subsequent application was submitted in July 2013 for minor amendments to the elevations and layout of air-cooled condensers turbine building and ancillary buildings/compound and landscaping scheme and associated update of supporting documents (application reference: 13/00362/FUL). This application was a variation of conditions attached to the previous May 2009 permission.
- 4.1.4 It is our understanding that works to lawfully implement the above applications have taken place through the installation of an access and bell-mouth on Penrhyn Road.
- 4.1.5 We understand that the previous applicants submitted information in 2012 to discharge pre-commencement conditions and entered into a S278 Agreement to facilitate closing up of the existing access off Penryhn Road and opening a new access off Villiers Road. Work to implement the permission commenced in May 2012 and included site clearance, removal of trees and erection of boundary fence and main gates. This was completed in June 2012. No further work has taken place since this time.
- 4.1.6 A further planning application was granted permission in December 2013 for the erection of a water tank and associated Pump House together with associated boundary treatments (application reference: 13/00594/FUL). This planning permission has since lapsed.

4.2 Pre-application

- 4.2.1 A pre-application request was submitted on the 16 November 2021 and a meeting with Council officers took place on the 16 December 2021.
- 4.2.2 The Council provided written advice on the 6 January 2022 (pre-application reference: 21/00066/PREAPP).
- 4.2.3 The meeting and written advice provided was positive in supporting the principle of development on the Site. Clarification was provided on the following matters:
 - a) The proposed development would be acceptable in principle subject to responding to the identified planning issues.
 - b) Highways would have no objection in principle to a development of this type at this location. A Transport Assessment / Travel Plan will need to be provided as well as demonstrating the adequacy of parking and turning facilities.
 - c) Ideally the proposed building would be set further in from the boundaries of Penrhyn Road to allow additional landscaping, however it is noted that the building size is critical to the functionality of the building. Existing buildings nearby are constructed close to the highway boundary.
 - d) A landscaping scheme should ideally be submitted with a planning application or at least an indicative scheme.
 - e) At least two different types of metal cladding are proposed to add some interest to the buildings design and a barrel vault roof design is proposed which is a welcomed feature.

- f) From the details submitted the design appears acceptable subject to further details / samples of materials.
- g) The proposed floorspace of the proposal would trigger the requirement for a Social Value Strategy. A draft Strategy should be submitted with the planning application and the final strategy and financial contribution can be secured by way of a S106 legal agreement.
- h) The Council's Environmental Health team have raised no objections in principle to the proposal. Issues relating to fixed plant noise, construction management and contaminated land can be dealt with by planning conditions unless adequate details are submitted as part of the planning application submission.
- i) An air quality assessment should be submitted upfront with the application.
- j) Given that the application site area is greater than 1ha a Flood Risk Assessment & Sustainable Drainage Strategy would be required to support the planning application.
- k) In order to fully assess the impact on trees within the site a Tree Survey, Arboricultural Impact assessment and Method Statement would be required. The arboricultural officer has advised that it would be good to retain some of the trees that run along the boundary of Penrhyn Road and Villiers Road, where the car park is to be set.

5 The Proposed Development

- 5.1.1 The application proposals are for the provision of a new building comprising Class E, Class B2 and Class B8 uses of 10,247 sqm GEA (9,941 sqm GIA).
- 5.1.2 Whilst a final occupier has not yet been confirmed the proposals have been informed by market information and will provide a facility commensurate with the requirements of a high-quality employment occupier. The proposed density and volume of development will enable the efficient and successful operation of the Site.
- 5.1.3 Two vehicular access points are proposed from Villiers Road. The eastern access will provide access to the proposed service area, and the proposed access from the southwest will provide access for staff and visitors to the car park area.
- 5.1.4 Car parking and cycle parking spaces will be provided to adequately meet the identified demand of future occupiers. 20 Cycle spaces and 103 Car spaces will be provided (comprising of 5 disabled spaces and 11 spaces with Electric Vehicle Charging Points). The proposed cycle parking will be provided close to the building entrance.
- 5.1.5 A loading bay / service area will be provided to the east of the new building. The access arrangements have been designed to be able to accommodate the types of vehicles that would utilise this part of the Site (up to a 16.5m articulated lorry).
- 5.1.6 Soft landscaping will be introduced along the Site's boundaries to provide a sense of openness of enhance the street scene.
- 5.1.7 Details of the proposed building form, materials and colour are provided within the accompanying Design and Access Statement.
- 5.1.8 The drainage proposals include the collection of surface water from new impermeable areas which will then be directed via the underground network to the two existing connections to the public sewer. Flow rates will be restricted to Greenfield rates with the upstream attenuation taking the form of two below ground attenuation tanks.
- 5.1.9 The proposals will provide a new building meeting BREEAM rating of Excellent and a carbon reduction of 36.6% compared to Building regulations Part L2A.

6 Planning Policy Framework

- 6.1.1 National Policy Guidance is produced by Central Government in the form of the National Planning Policy Framework (NPPF), adopted in July 2018 and updated in 2021. This is a material consideration when determining planning applications.
- 6.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the statutory development plan unless material considerations indicate otherwise. The Statutory Development Plan comprises of the policies set out in the Knowsley Local Plan Core Strategy 2016 and saved policies of the Knowsley Replacement Unitary Development Plan 2006 (UDP). The NPPF and the NPPG are material considerations to the determination of planning applications.

6.2 National Planning Policy Guidance

The National Planning Policy Framework (2021)

- 6.2.1 The NPPF document sets out the Government's planning policies for England and how these are expected to be applied. It summarises in a single document, previous national planning policy statements. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
- 6.2.2 The NPPF introduces the presumption in favour of sustainable development although it makes plain that the development plan is still the starting point for decision making.
- 6.2.3 The following Sections of the NPPF are considered to be of relevance to the consideration of the application proposals:
 - i. Section 2 – Achieving Sustainable Development
 - ii. Section 4 – Decision Making
 - iii. Section 6 – Building a Strong, Competitive Economy
 - iv. Section 11 – Making Effective Use of Land
 - v. Section 12 – Achieving well-designed places

6.3 Local Planning Policy

Local Plan Core Strategy

- 6.3.1 The Local Plan Core Strategy (2016) was adopted in January 2016.
- 6.3.2 The following policies are considered to be of relevance to the consideration of the application proposals:
 - 1. Policy SD1 – Sustainable Development
 - 2. Policy CS1 – Spatial Strategy for Knowsley
 - 3. Policy CS2 – Development Principles
 - 4. Policy CS4 – Economy and Employment
 - 5. Policy CS11 – Principal Regeneration Area: Knowsley Industrial and Business Parks
 - 6. Policy CS19 – Design Quality and Accessibility in New Development

7. Policy CS21 – Greenspaces and Tress
8. Policy CS22 – Sustainable and Low Carbon Development
9. Policy CS24 – Managing Flood Risk

Unitary Development Plan

- 6.3.3 The Knowsley Replacement Unitary Development Plan was adopted in June 2006. Under the transitional arrangements for moving to the Local Plan system, all but four of the 82 individual UDP policies were “saved” by the Secretary of State on 12 June 2009. A further 36 policies were deleted on adoption of the Local Plan Core Strategy.
- 6.3.4 The following saved policies are considered to be of relevance:
 1. Policy EC2 – Sites Allocated for Employment Development
 2. Policy EC3 – Primary Industrial Areas
 3. Policy T8 – Transport Assessments
 4. Policy T9 – Travel Plans
 5. Policy DQ4 – Trees and Development
 6. Policy ENV2 – Noise and Vibration

6.4 Supplementary Planning Documents

- 6.4.1 The following Supplementary Planning Document (SPD) are a material consideration for the proposals:
 1. Design Quality in New Development – January 2016
 2. Developer Contributions – June 2016
 3. Tress and Development – June 2016
 4. Adding Social Value to Development – September 2018

7 Principal Planning Considerations

7.1.1 The key planning considerations associated with the proposals are as follows:

- a) The principle of development – Land use
- b) Economic Benefits
- c) Highways and Access
- d) Design, Scale, Layout and Landscaping
- e) Flood Risk / Drainage
- f) Energy / Sustainability
- g) Ecology
- h) Trees
- i) Social Value
- j) Other Matters

7.2 The principle of development – Land Use

Planning Policy

- 7.2.1 The NPPF at paragraph 7 and 8 sets out the Government's approach to sustainable development. Delivering sustainable development is at the heart of the NPPF. Paragraph 8 of the NPPF sets out the three sustainable development objectives that should be met through the implementation of planning policies and play an active role in guiding development towards sustainable solutions.
- 7.2.2 Paragraph 11 confirms that decisions should apply a presumption in favour of sustainable development.
- 7.2.3 With specific regard to employment developments, Paragraph 80 and 81 of the NPPF supports business growth. Paragraph 80 states that *"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."*
- 7.2.4 The NPPF Chapter 11 sets out the policies for making effective use of land. Paragraph 117 states that *"policies and decisions should promote an effective use of land in meeting need for homes and other uses while safeguarding and improving the environment..."*
- 7.2.5 Paragraph 119 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses. Further, Paragraph 120 notes that planning policies and decisions should, inter alia:
- "c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs;*
- d) promote and support the development of under-utilised land and buildings."*
- 7.2.6 Policy SD1 of the Core Strategy notes that when considering development proposals, a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the NPPF. It is noted that work will be undertaken pro-actively with applicants jointly

to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in an area.

- 7.2.7 Part 2 of Policy SD1 stipulates that planning applications that accord with the policies in the local plan will be approved without delay, unless material considerations indicate otherwise.
- 7.2.8 Policy CS1 identifies the spatial strategy for Knowsley and states that this will be achieved, inter alia, by a focus on development within existing urban areas, with emphasis upon areas that are within or easily accessible from areas in need of regeneration. Further an efficient and sustainable use of land and infrastructure, encouraging where possible the reclamation and reuse of previously developed land, is promoted.
- 7.2.9 One of the key spatial development priorities is to enhance existing employment area and provide a suitable range of sites and premises for new employment development.
- 7.2.10 Under Policy CS1 Knowsley Industrial and Business Parks are identified as a Principle Regeneration Area where opportunities for regeneration and development will be maximised.
- 7.2.11 Policy CS2 sets out the development principles that support the overall spatial strategy for Knowsley. Those considered of most relevance to these application proposals are set out below:

Principle 1 – Promote sustainable economic development, tackle the causes of deprivation and disadvantage and narrow the gap between the richest and poorest neighbourhoods by:

- a) Meeting needs for new housing, employment, retail and other service provision;
- b) Improving business productivity and employment levels

Principle 5: Make the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy, which:

- a) Do not require major investment in new infrastructure, including transport, water supply and sewerage.

- 7.2.12 Policy CS4 relates to economy and employment and sets out the overall employment development strategy as follows, inter alia:
 - a) Support sustainable economic growth and meet the development needs of established and emerging employment sectors, including the Liverpool City Region key economic sectors;
 - b) Provide sufficient land to meet employment development needs to 2028;
 - c) Enhance the quality and efficiency of land use within existing employment areas;
 - d) Improve accessibility to an appropriate range of jobs, for example by encouraging mixed use employment/residential schemes where appropriate and improving transport linkages between housing and employment areas;
 - e) Address skills and educational barriers to employment; and
 - f) Encourage recruitment targeted towards communities living in and around the development site.
- 7.2.13 Part 2 of Policy CS4 identifies that provision will be made for at least 164 hectares of land to be developed for employment uses to be located primarily within areas including Knowsley Industrial Park (including Knowsley Business Park).
- 7.2.14 Policy CS11 is an area specific policy for Knowsley Industrial and Business Parks. The regeneration of Knowsley Industrial and Business Park will be supported which encourages a

mix of new high quality employment development with a particular focus on the development of:

- a) Class B1 'business' uses within 'gateway' locations at: A580 West/Moorgate Road; A5208 County Road/South Boundary Road/Moorgate Road/Arbour Lane/Lees Road; and at A580 East/Coopers Lane;
- b) Class B2 'General Industrial' and B8 'Storage and Distribution' uses north of South Boundary Road;
- c) Class B1 and B8 uses south of South Boundary Road; and
- d) A local service centre (or 'Services Hub') at South Boundary Road to provide small scale shopping and services to serve the needs of the workforce within the Park.

Assessment

- 7.2.15 The Site is located within an identified Principal Regeneration Area.
- 7.2.16 The Site is thereby enclosed by employment generating uses and is in a suitable location for this proposed development.
- 7.2.17 The proposals will support the local economy through the provision of circa 156 FTE jobs, construction jobs, and increased spending in the local area.
- 7.2.18 The NPPF seeks to build a strong and competitive economy and indicates that the government is committed to securing economic growth in order to create jobs and prosperity (Paragraph 81).
- 7.2.19 The principle of the provision of employment generating uses on the Site has already been accepted previously by virtue of the past planning permissions on the Site and is confirmed in the pre-application response from the Council.
- 7.2.20 The NPPF supports the effective use of land. The proposals will redevelop an existing vacant site on an established Business Park in support of this objective.
- 7.2.21 In conclusion, the principle of development on the Site is wholly supported at all levels of planning policy, so too is the proposed land use. The application should therefore be supported.

7.3 Economic Benefits

- 7.3.1 Knowsley Business Park is the principle Business Park within Knowsley and the largest in the Liverpool City Region. It is also the second largest of its kind in the North West.
- 7.3.2 The park is a key driver of the local and sub-regional economy with the business park accommodating around 800 businesses and 15,100 employees. The park provides around 27% of total jobs in the Borough and contributes £214million per annum in GVA to the economy.
- 7.3.3 However, despite the success of the Business Park, there is perception that sections are in decline and characterised by an ageing stock of buildings and obsolete layouts, reducing attractiveness to potential investors. The Site itself has been vacant for a long period offering nothing to the wider area and appearing neglected.
- 7.3.4 The proposals will support the regeneration ambitions for the Business Park by bringing a vacant site into active employment generating use.

- 7.3.5 The proposed development will have a positive impact on the local economy by way of job creation both temporary during the construction phase and permanent once the development is occupied.
- 7.3.6 As part of the above job creation the development will deliver additional GVA to the local economy.
- 7.3.7 The proposals will attract new investment to Knowsley and the Business Park.
- 7.3.8 The proposals will contribute towards meeting the needs of modern occupiers and will support a strong, responsive and competitive economy, in accordance with the NPPF.
- 7.3.9 Bringing a vacant site in to use will have a positive impact on the Business Park and improve the quality of the environment.

7.4 Highways and Access

Planning Policy

- 7.4.1 NPPF Paragraph 102 requires transport issues to be considered from the earliest stages of development proposals. Paragraph 108 sets out that in assessing specific applications for development it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the Site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Paragraph 109 states that “*development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”.
- 7.4.2 Paragraph 110 states that development should:
 - a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*
- 7.4.3 Paragraph 111 confirms that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 7.4.4 Policy T6 of the Ensuring a Choice of Travel Supplementary Planning Document (SPD) sets out that proposals for new development should provide or be served by a good choice of modes of travel appropriate to the scale and nature of the development. The maximum parking standards of the Council are identified within the SPD and the enclosed TA.

Assessment

- 7.4.5 A Transport Assessment (TA) has been prepared by Steer and forms part of this application submission.
- 7.4.6 The Site forms part of an established Industrial Estate known as Knowsley Business Park. The roads that surround the Site provide access to the B5194 which runs east to east between junction four of the M57 and Knowsley Lane (B5202). The M57 provides a strategic route around Liverpool City and connects to the wider motorway network.
- 7.4.7 The proposals will provide two new site access points, one from a new southern entrance from Villiers Road providing access to the car park and main building entrance, and one from a new eastern entrance providing access to the service yard. The eastern entrance will be gated and utilised by authorised vehicles only, including 16.5m articulate vehicles.
- 7.4.8 Section 5 of the TA outlines the forecast trip generation of the proposed development for all modes of travel. It is demonstrated that the impact of the proposals on the surrounding network will not be significant based on the expected trip generation.
- 7.4.9 Due to the flexible nature of the proposed land use, a combination of assessments has been undertaken to determine the car parking provision for the Site. A split of 70% Class B8 land use and 30% Class B2 land use has been applied to the proposed floor area. This is merely to provide an approximation of likely car parking required for the site.
- 7.4.10 When considering the likely operation of the Site against the likely employment density, a total of 94 car parking spaces would be required for the Site.
- 7.4.11 The proposals are for the provision of 103 car parking spaces. This is marginally higher than the number of car drivers that have been estimated as part of the sensitivity analysis (94 spaces).
- 7.4.12 The proposed car parking provision is considered appropriate in providing sufficient parking for operational use without encouraging unnecessary travel by car, given the accessibility of the Site to other modes of transport. When considering the flexible nature of the site, as well as to ensure there is no parking overspill onto the surrounding highway network, the proposed provision enables a level of flexibility whilst still encouraging sustainable travel to and from the site.
- 7.4.13 Of the 103 car parking spaces proposed a total of 5 will be provided for blue badge holders and 11 will be fitted with electric vehicle charging facilities.
- 7.4.14 No. 20 cycle parking spaces are proposed in the form of sheltered Sheffield stands. The cycle parking is located within the car park, to the northwest of the proposed building, in a convenient area for users.
- 7.4.15 A dedicated service area is provided to the east of the proposed building. The area will be able to accommodate a 16.5m articulated vehicle and associated swept path analysis drawings are enclosed within the accompanying TA.
- 7.4.16 A Framework Workplace Travel Plan (FWTP) is enclosed as part of the application which forms a 'live' document as the basis for sustainable travel prior to and following the occupation of the Site.
- 7.4.17 The proposals are considered to be acceptable in transport and highways terms and accord with the relevant planning policies at local and national level.

7.5 Design, Scale and Layout

Planning Policy

- 7.5.1 High quality and inclusive design is encouraged by planning policy at all levels.
- 7.5.2 The Government attaches great importance to the design of the built environment in the NPPF. Paragraph 124 states that the creation of high-quality 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.
- 7.5.3 Paragraph 127 supports that, inter alia, planning decisions should ensure developments:
- i. Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - ii. Are sympathetic to local character and history, including the surrounding built environment and landscape setting;*
 - iii. Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.*
- 7.5.4 Policy CS19 of the Local Plan relates to design quality and accessibility in new development. To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to, inter alia:
- a) Respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment;*
 - b) Complement and enhance (where possible), existing landscape, topography, Green Infrastructure; and features of local importance and historic interest;*
 - c) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;*
 - d) Integrate effectively with existing development and link to existing shopping and service provision.*

Assessment

- 7.5.5 A Design and Access Statement has been prepared and is submitted alongside this application providing further detail on the scheme design.
- 7.5.6 The proposed new building is of a design and appearance, and of a scale, commensurate with the surrounding context. The proposed height of the building is to 12.5 metres to the top of parapet which is similar to nearby buildings.
- 7.5.7 The scale and massing of the proposed development responds to the occupiers needs for this facility, allowing a density and volume of development which will enable efficient operation of the Site, whilst responding to its context and setting.
- 7.5.8 The proportions of the building are critical to ensure its operational functionality.
- 7.5.9 The building has been sited to optimise the use of the site while ensuring the requirements of future occupiers can be met. This has resulted in the building being located close to its northern and southern boundaries. As set out in the Design and Access Statement, there are

numerous of examples of existing buildings within the immediate area which are in close proximity to their site boundaries.

- 7.5.10 To soften the relationship of the building with the street scene no palisade fencing is proposed, as is common of comparable buildings close to their site boundaries. Instead, soft landscaping is proposed to be introduced along the Villiers Road and Penrhyn Road boundaries to increase the sense of openness and enhance the street scene environment.
- 7.5.11 The proposed materials will reflect the character of the surrounding buildings. It is intended that the development will maximise the use of reclaimed and recycled materials where possible throughout the construction process.
- 7.5.12 The main staff car parking area is provided to the west of the building segregated from the proposed servicing / loading bay area which is provided on the other side of the building to the east. Separate access points to these areas are provided to provide for safe and efficient operation.
- 7.5.13 It is considered that the proposals accord with the Council's design Policy CS19 and are in keeping with the scale and design of the wider industrial area.

Landscaping

- 7.5.14 The application is accompanied by a Landscape Design Statement prepared by Mood Landscape and a detailed proposed landscape layout plan.
- 7.5.15 The principal objectives of the landscape proposals are as follows:
 - 1. To assist with the integration of the proposed development into its surroundings;
 - 2. Providing screening of areas and activities on the site;
 - 3. Contribute to the ecological connectivity and biodiversity of the site; and
 - 4. Create a high-quality setting for users.
- 7.5.16 The landscape proposals, as set out within the design statement and layout plan, will provide an environment that will benefit and be enjoyed by staff and visitors. The landscape scheme has been well considered given the constraints of the site and the requirements of occupiers. The proposals make best use of the boundary areas to accommodate appropriate landscaping, in particular the areas to the east and west are fully landscaped to provide a soft and visually diverse view to the site from the approach off Penrhyn Road.
- 7.5.17 Over time, the shrub and tree planting will develop to provide improved screening, softening and habitat diversity to help assimilate the proposals into its surroundings.
- 7.5.18 It is considered that the proposals maximise the provision of landscaping on the site which can be seen as a benefit of the proposals.

7.6 Flood Risk / Drainage

Planning Policy

- 7.6.1 NPPF paragraph 155 states that development in areas at risk of flooding should be avoided, while paragraph 163 states that development proposals should not increase flood risk elsewhere. Paragraph 165 follows on, stating that major development should incorporate sustainable drainage systems to minimise flood risk.
- 7.6.2 Policy CS24 of the local plan deals with managing flood risk and stipulates the following, inter alia:

1) New development that may cause an unacceptable risk of flooding on the site or elsewhere will not be permitted.

2) New development should preferably be located in areas of low probability of flooding. New development in areas of medium or high flood risk will only be permitted if evidence has been submitted demonstrating that the development could not be practicably located in an area of lower flood risk and if applicable the 'exception test' has been complied with, in accordance with national guidance.

3) All development which is within or otherwise affects an area of flood risk or is larger than one hectare in size shall be accompanied by a site-specific Flood Risk Assessment (FRA).

4) New development shall include flood mitigation measures, where necessary, to manage flood risk associated with or caused by the development. These measures shall be derived from the Strategic Flood Risk Assessment (SFRA), relevant FRA(s) or a local strategy for flood risk management, and:

a) Be designed to contribute to the biodiversity of the borough unless it can be demonstrated that this would not be technically feasible;

b) Incorporate a Sustainable Drainage System;

c) Be fully described in the planning application; and

d) Be funded by the developer, including long term maintenance.

5) The drainage of new development shall be designed to reduce surface water run-off rates to those associated with a green-field site by treating it at its source. The chosen method of implementation should take account of site size, ground contamination or conditions, and potential damage to adjacent buildings or sites.

Assessment

- 7.6.3 The Site is located within Flood Zone 1 and is therefore considered to be at low risk of flooding. Even so, a drainage strategy report, including a flood risk assessment, has been prepared and submitted alongside this application.
- 7.6.4 Flood risk from other sources, tidal, fluvial, pluvial, sewer, groundwater and artificial sources is demonstrated to be 'low', and the proposal will have no impact on other forms of flooding.
- 7.6.5 With regards to sustainable drainage, the surface water runoff will be collected from the new impermeable areas and directed via the underground network to the two existing connections to the public sewer.
- 7.6.6 Flow rates will be restricted to Greenfield rates with the upstream attenuation taking the form of two below ground attenuation tanks.
- 7.6.7 Sustainable Drainage Systems (SuDS) have been incorporated into the design and will take the form of rainwater harvesting, permeable paving and attenuation measures.
- 7.6.8 Foul flows will be collected by a new gravity network and discharge to the existing United Utilities foul sewer via the existing connection.
- 7.6.9 For further detail please refer to the submitted Flood Risk Assessment and drainage Strategy Report.

7.7 Energy / Sustainability

Planning Policy

- 7.7.1 Paragraph 152 of the NPPF identifies that the planning system should support the transition to a low carbon future in a changing climate. New development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design (Paragraph 154, part b).
- 7.7.2 Policy CS22 of the Local Plan states that new development will be required to meet high standards of sustainable design and construction and minimise carbon emissions. Government targets for carbon reduction in new development are expected to be implemented through updates to the Building Regulations.
- 7.7.3 Under Part 4 of Policy CS22 Knowsley Industrial Park and Knowsley Business Park are identified as a 'Priority Zone where the Council and its partners will facilitate renewable and low carbon infrastructure by (subject to feasibility) requiring new development to:
- a) Make provision for connection to an existing or planned decentralised energy network; and
 - b) Be designed to enable future connectivity in terms of proposed site layout, infrastructure and heating provision, including consideration of connections at a later date or phase.

Assessment

- 7.7.4 The proposals seek to reduce emissions resulting from energy efficiency measures. CO₂ emission rate calculations show that the predicted Building Emissions Rate (BER) improves upon the Target Emissions Rate (TER) by 36.6%.
- 7.7.5 The buildings will be designed to ensure they energy efficient and provide an EPC A rating as well as BREEAM Excellent as a minimum. The proposals also include electric charging points and the occupiers will be encouraged to sign up to a travel plan.
- 7.7.6 With regards to materials, reclaimed and recycled materials will be used where practicable to do so throughout the construction process to reduce waste through construction.
- 7.7.7 In accordance with Policy CS22, all parts of the energy hierarchy has been considered and where possible measures have been incorporated to ensure that the proposals are as energy efficient as possible.

7.8 Ecology

Planning Policy

- 7.8.1 NPPF Paragraph 175 requires consideration to be given to ensuring that there is no significant harm to biodiversity arising resulting from a development and if such harm cannot be adequately mitigated then planning permission should be refused.

Assessment

- 7.8.2 An Ecological Assessment has been undertaken by Ecology Solutions and forms part of the application submission. This includes a habitat survey.
- 7.8.3 The Assessment concludes that the survey work undertaken to date has identified that the site is of relatively low ecological value. However, some suitability for protected species has been highlighted within mitigation and enhancements identified to safeguard the ecological receptors as follows:

- a) Any proposed lighting to be managed to prevent light spill from the development
- b) Confirming no hedgehogs are present on site during any site clearance works
- c) The provision of new planting along site boundaries
- d) The provision of bird boxes within retained trees
- e) Any habitat clearance to be undertaken outside of the nesting season (March to July)
- f) Acknowledgement that a future reptile survey may be needed between April and September
- g) The retention of chopped wood for invertebrates.

7.8.4 Through suitable tree planting and a detailed landscape scheme the proposals maximise the opportunities for habitat and can be considered to be a benefit of the proposals.

7.9 Trees

Planning Policy

7.9.1 Paragraph 131 of the NPFF notes that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that opportunities are taken to incorporate trees and that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

Assessment

7.9.2 An Arboricultural Survey, Impact Assessment (AIA) and Tree Protection has been prepared by the Lowther Forestry Group Ltd and forms part of the planning application submission. The AIA provides an assessment of the impact upon trees of the development proposals.

7.9.3 The survey identified and recorded seven groups of trees and divided them into four categories as follows:

- a) Category A = 0 trees
- b) Category B = 2 groups
- c) Category C = 2 groups
- d) Category U = 3 groups

7.9.4 The two identified groups of Category B trees are proposed to be retained as part of the proposals with the Category C and U trees felled to accommodate the proposals. It is recommended that two of the Category U group trees are felled irrespective of development, for safety reasons.

7.9.5 None of the trees on the Site are covered by Tree Preservation Orders (TPO's) and no part of the Site is located within a conservation area.

7.9.6 Sufficient space and adequate protections measures are proposed to ensure that the retained trees will be protected during the pre-construction and construction phases.

7.10 Social Value

- 7.10.1 A Social Value Strategy (SVS) has been prepared by Fusion 21 and forms part of the application submission.
- 7.10.2 The SVS has been prepared in accordance with the 'Adding Social Value to Development' supplementary planning document (SPD) dated September 2018.
- 7.10.3 The SVS identifies those measures that the Council would like to see being committed to by the developer, as far as is practically achievable, which include the following:
- a) Provision of apprenticeships for residents under 25;
 - b) Provision of employment opportunities in the construction phase;
 - c) Notifying the Council of job vacancies arising from the construction phase;
 - d) Delivery of bespoke pre-employment and skills training.
- 7.10.4 The SVS identifies a strategy for the implementation of the above measures which will be captured as part of the Section 106 Agreement.

7.11 Other Matters

Air Quality

- 7.11.1 An Air Quality Impact Assessment has been prepared and submitted as part of this application.
- 7.11.2 The assessment has been undertaken to determine the impact of the proposals on local air quality, involving assessment to determine the impact of dust from construction activities and the impact of road traffic emissions associated with the occupation of the Site.
- 7.11.3 With regards to the construction phase the assessment of dust generating activities has deemed that the site is of medium risk to dust nuisance and low risk to health effects.
- 7.11.4 Appropriate mitigation measures are set out at Paragraph 5.1.3 of the assessment which include the following:
- a) Contact details of Site manager to be displayed;
 - b) All dust and air quality complaints to be recorded and appropriate measure taken to reduce emissions in a timely manner;
 - c) Record any exceptional incidents that cause dust and/or air emissions;
 - d) Plan Site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
 - e) Erect screens or barriers around dusty activities;
 - f) Avoid Site run off of water or mud;
 - g) Use enclosed chutes and conveyors and covered skips.
- 7.11.5 With the implementation of the identified mitigation measures, the effect of dust generated by construction activities will not be significant.
- 7.11.6 With regards to the impact of road traffic emissions associated with the occupation of the Site, the change in vehicle numbers is below the threshold to progress to progress with an

assessment in line with relevant guidance. As such, the impact on air quality of the operational phase transport emissions is considered to be negligible and not significant.

- 7.11.7 Overall, the Assessment demonstrates that with the appropriate level of mitigation of construction activities, the proposals would not result in a significant impact on air quality.

Environmental Considerations

- 7.11.8 A Phase II Geo-environmental and Geotechnical Site Assessment has been undertaken by TRC Companies Limited (TRC) and is submitted as part of this planning application.
- 7.11.9 With regards to environmental liability, the assessment deems the Site to have a low-risk rating.
- 7.11.10 In terms of geotechnical characteristics, it is recommended that in order to obtain more uniform ground conditions, consideration should be given to undertaking ground improvement works.

Amenity

- 7.11.11 There are no residential properties adjacent to the application Site. The adjoining occupiers are all of a commercial nature. The nearest residential properties are located to the south east and are separated from the Site by existing employment uses. No residential properties will therefore be materially affected by the scheme proposals.

Waste and Recycling

- 7.11.12 Adequate waste and recycling facilities will be provided in accordance with the requirements of the future occupier of the Site. Such areas have been illustratively provided on the plans to demonstrate that a suitably sized area can be accommodated on the Site. The Applicant would however be willing to accept a suitably worded condition to provide this information once an occupier has been identified and in advance of occupation of the building.

7.12 Planning Obligations

- 7.12.1 Under Section 106 of the Town and Country Planning Act 1990, as amended, local planning authorities have the power to enter into planning obligations with any person interested in land in their area for the purpose of restricting or regulating the development or use of the land.
- 7.12.2 In accordance with Regulation 122 of the CIL Regulations, and paragraph 56 of the NPPF, a planning obligation should only be sought where they meet all of the following tests:
- a) Necessary to make the proposed development acceptable in planning terms;
 - b) Directly related to the proposed development; and
 - c) Fairly and reasonably related in scale and kind to the proposed development.
- 7.12.3 The proposals are not accompanied by a S106 Agreement at this stage.
- 7.12.4 It is proposed that a Social Value Strategy (SVS) is agreed and formalised as part of the S106 agreement. A SVS has been drafted in consultation with Fusion 21 and forms part of this application submission.

8 Summary and Conclusions

- 8.1.1 The proposals have been full assessed and considered against the development plan and other material considerations. It is considered that the proposals satisfy the requirements of planning policy at all levels, local and national.
- 8.1.2 The principle of the proposed development to provide an industrial/ employment unit is established through the granting of historic permissions for employment generating uses. The Site is located in the middle of a wider employment/industrial area and is considered a suitable and sustainable location of such development.
- 8.1.3 This Planning Statement demonstrates that the proposed development would deliver sustainable development in accordance with the overarching requirement of the NPPF.
- 8.1.4 A number of technical assessments have been undertaken and are submitted in support of this planning application which confirm that the proposals are compliant with planning policy.
- 8.1.5 The proposals are in accordance with the development plan and therefore in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should be granted



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