

PLANNING STATEMENT: DEACON BUSSINESS PARK, MOORGATE ROAD NORTH, KNOWSLEY, L33 7RX

On behalf of:
EEIP II Arundel Propco 2 Holdings Limited c/o EQT Exeter

March 2023
DPA/AIA/U0020921



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1 Introduction

1.1 Gerald Eve LLP is instructed by EEIP II Arundel Propco 2 Holdings Limited c/o EQT Exeter (“the Applicant”) to prepare this Planning Statement in support of a full planning application for the redevelopment of land at Deacon Business Park, Moorgate Road North, Knowsley, L33 7RX (“the Site”) to provide 41,438sqm of industrial and logistics accommodation.

1.2 This application is submitted in full and the description of development (herein referred to as “the Proposal”) is as follows:

“Demolition of existing accommodation and erection of warehouse (Use Class B8) with ancillary offices (Use Class E(g)), reconfigured points of access, new security gatehouses and associated works.”

1.3 This planning application has been submitted electronically via the Planning Portal (Planning Portal reference: PP-11692202). The Proposal is submitted in accordance with Section 70 of the Town and Country Planning Act (1990), as amended, and the relevant provisions of the Town and Country Planning (Development Management Procedure) (England) Order (2015).

1.4 The following documents/drawings have been submitted in support of this application:

Statutory Application Documents

- Planning Application Form (signed and dated)
- Land Ownership Certificates (signed and dated)
- Site Location Plan (1:1250) – Ref: 21241-UMC-0001-SI-DR-A-P1
- Design and Access Statement (February 2023) prepared by UMC Architects

Drawing Pack prepared by UMC Architects

- Site Constraints Plan (1:1000) – Ref: 21631-UMC-XXXX-SI-DR-A-0001-A
- Existing Site Plan (1:1000) – Ref: 21241-UMC-0001-SI-DR-A-0501-P1
- Proposed Demolition Plan (1:100) – Ref: 21241-UMC-0001-SI-DR-A-0600-P1
- Proposed Site Plan (1:1000) – Ref: 21241-UMC-0001-SI-DR-A-0601-P1
- Proposed Building Layout (1:500) – Ref: 21241-UMC-0001-ZZ-DR-A-1001-P1
- Proposed Elevations (various scales) – Ref: 21631-UMC-0001-ZZ-DR-A-1301-P1
- Proposed Roof Plan (1:500) – Ref: 21241-UMC-0001-RF-DR-A-1002-P1
- Indicative Proposed Site Sections (1:500) – Ref: 21631-0001-ZZ-DR-A-1101-P1
- Proposed Site Sections (various scales) – Ref: 21631-UMC-0001-ZZ-DR-A-1102-P1
- Proposed Outdoor Amenities (1:100) – Ref: 21631-UMC-0002-SI-DR-A-0602-P1



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- Proposed External Finishes Plan (1:1000) – Ref: 21241-UMC-0002-SI-DR-A-0701-P1
- Proposed Fencing Details (various scales) – Ref: 21241-UMC-0002-SI-DR-A-0702-P1
- Proposed Cycle Shelter Details (various scales) – Ref: 21241-UMC-0002-SI-DR-A-0703-P1
- Proposed Refuse Enclosure Details (various scales) – Ref: 21241-UMC-0002-SI-DR-A-0704-P1
- Proposed M&E Compound Details (various scales) – Ref: 21241-UMC-0002-SI-DR-A-0705-P1
- Proposed Gatehouse GA (various scales) – Ref: 21241-UMC-XXXX-SI-DR-A-2000-P1

Supporting Drawings

- Proposed Finished Floor and Site Levels (1:500) – Ref: T_22_2582_DRG-55-02-P1 prepared by Tier Consult
- Proposed Drainage Layout (1:500) – Ref: T_22_2582_DRG-55-01 prepared by Tier Consult
- Topographical Survey (1:1000) – Ref: 22312-22-01 prepared by Tier Consult
- Proposed Site Access Plan – North (1:500) – Ref: 3892-F01 prepared by Eddisons
- Proposed Site Access Plan – South (1:500) – Ref: 3892-F02 prepared by Eddisons

Supporting Documents

- Air Quality Assessment prepared by Redmore
- Arboricultural Impact Assessment (including Tree Survey, Tree Constraints Plan (TCP) and Tree Survey Schedule (TSS001)) prepared by Tyler Grange
- Archaeological Desk Based Assessment prepared by Salford Archaeology
- Demolition Method Statement prepared by Tier Consult
- Drainage Calculations prepared by Tier Consult
- Energy & Sustainability Assessment prepared by Ridge
- Flood Risk Assessment prepared by Tier Consult
- Health Impact Assessment prepared by Pea Green
- Landscape and Visual Impact Assessment (including Landscape Strategy) prepared by Tyler Grange
- Lighting Assessment prepared by Redmore
- Noise Impact Assessment prepared by E3P
- Planning Statement (including S106 Head of Terms) prepared by Gerald Eve LLP
- Preliminary Ground Investigation Report prepared by Tier Consult
- Preliminary Ecological Assessment prepared by Tyler Grange
- Preliminary Risk Assessment prepared by Tier Consult
- Social Value Forecast prepared by Fusion21
- Social Value Strategy prepared by Fusion21
- Socio-Economic Assessment prepared by Amion
- Statement of Community Involvement prepared by UK Networks
- SUDS Maintenance Plan prepared by Tier Consult
- SUDS Pro Forma prepared by Tier Consult

- Transport Statement (including Travel Plan and Vehicle Swept Path Analysis) prepared by Eddisons
- Utility Assessment Report prepared by SMOP

1.5 The requisite statutory application fee in this instance is £94,895.00 (i.e. erection of new buildings (non-residential) based on 42,850sqm GEA), which has been paid in full via BACS to the Planning Portal.

1.6 This Planning Statement provides a summary of the Site and the development Proposals before analysing the key planning matters and setting out the planning justification for this Proposal.

The remainder of this Statement is set out in the following Sections:

- Background
- Planning History
- Pre-Application
- Proposed Development
- Planning Policy
- Planning Analysis
- Planning Obligations - Draft S106 Heads of Terms
- Conclusion

2 Background

- 2.1 This Section sets out the background and context to this current full planning application, in terms of the Applicant's capabilities, the Site characteristics, the associated planning strategy for the Site and a brief overview of key stages of work undertaken to date.

The Applicant

- 2.2 EQT Exeter is a well-established international commercial real estate developer and investor with a strong track record in delivering industrial and logistics developments nationally across the UK. EEIP II Arundel Propco 2 Holdings Limited is the freehold owning entity of the Site. As the Proposal is submitted in full, it is the Applicant's intention to deliver the scheme at the earliest opportunity following the grant of planning permission.

The Site

- 2.3 The Site measures approximately 8.86ha in area and is generally rectangular in shape, comprising an existing commercial warehouse (Use Class B8, B2 and E(g)) on a generally flat site, which accommodates multiple occupiers, except for some recently vacated ones.
- 2.4 The Site is located north of Knowsley town centre and approximately 1.75km southeast of Kirkby. The Site is rectangular in shape and is bound to the north, east and south by the Knowsley Business Park industrial premises. To the west, the Site is bound by Moorgate Road North, which runs in a northeast/southwest direction, beyond which is the established residential area of Southdene.
- 2.5 The Site itself is accessible from Moorgate Road North via two access points – the northern access provides a two-way point of access whilst the southern access provides an exit from the Site. A throughfare is currently accessible to permitted commercial vehicles from the east, which can utilise the internal site road around the Site's eastern boundary to exit via the southern exit onto Moorgate Road North.

- 2.6 The existing building comprises approximately 47,596sqm of floorspace and is divided internally to serve numerous occupiers, although a number of occupiers have vacated the accommodation following the expiry of leases. Car parking provision exists to the front of the Site and commercial vehicle access/loading areas are provided to the northern and eastern elevations.
- 2.7 The Site includes modest areas of existing trees, shrubs and grassed areas to the western, southern and northern boundaries, providing very limited habitat value on site. The Site is located within approximately 60 metres of a local wildlife site (LWS), situated to the south-east. The LWS lies in the middle of the long-established industrial estate, and it is unlikely that the proposed redevelopment of the Site would result in any significant effects over and above the existing situation.
- 2.8 A copy of the Site Location Plan is attached at **Appendix A** for ease of reference.
- 2.9 The Site can be accessed off Junction 4 of the M57 motorway from the southwest. The Site is well-positioned in terms of access to public transport. M57 motorway connects into the wider strategic national highway network, linking to the M62 and M58 which provide access to other industrial areas including Manchester and Hull to the east and Liverpool to the west. Moorgate Lane and Britonside Avenue bus stops are located directly opposite the Site and provide bus services to Woolfall Heath, Kirkby, Speke and Waterloo. Further bus stops on County Road (350m north of the Site) operate additional bus services across Knowsley Industrial Business Park and to Westvale, and Liverpool.
- 2.10 The Site has good access to Knowsley's cycle network, with a signed route approximately 850m to the south of the Site along Ribblers Lane and direct access to a shared use path along the Moorgate Road North. Both vehicular and pedestrian access is directly off Moorgate Road North.
- 2.11 The nearest watercourse runs 800 meters south of the Site and has 'main river' status as defined by the Environment Agency (EA). The Site is also situated within Flood Zone 1 as defined by the EA's Flood Map for Planning (lowest Risk), denoting the risk of flooding.

Allocations

- 2.12 As noted above, the Site is located within the Knowsley Business Park and is allocated as a 'Primarily Industrial Area' according to the Council's interactive Local Plan Policies Map (extract at Figure 1 below).

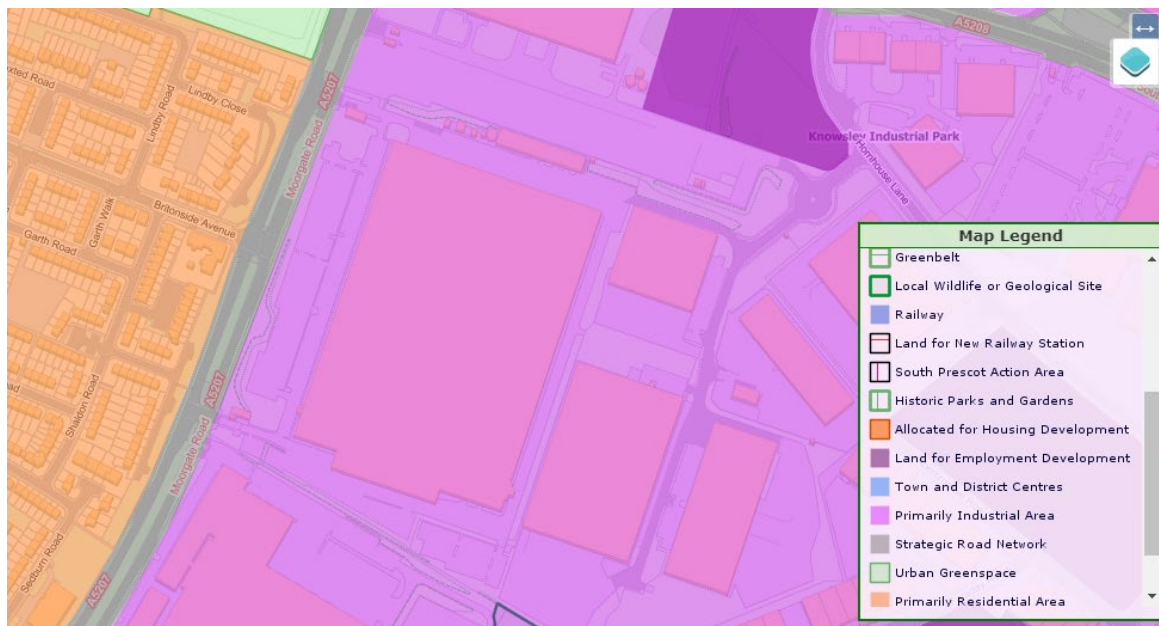


Figure 1 Extract of Knowsley Metropolitan Borough Council's Interactive Local Plan Policies Map showing the extent of the Primarily Industrial Area (shaded light purple)

- 2.13 The Knowsley Business Park allocation is regulated by the Council's local plan policies (as set out at Section 6 of this Statement, which indicates that typical employment uses within Use Classes B2, B8 and E(g) (formerly Use Class B1) are acceptable in principle.
- 2.14 Given the scale of development, extensive work has been undertaken prior to the submission of this full planning application. Key stages include the requisite screening exercise in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ("the EIA Regulations"), and entering into formal pre-application discussions with the Council, stakeholders and the public.

EIA Screening

- 2.15 The EIA Regulations set out the circumstances where a development Proposal would require an Environmental Impact Assessment (EIA) by statute. The EIA Regulations stipulate that EIA is mandatory for development appearing in Schedule 1 and for projects appearing in Schedule 2 that are likely to give rise to significant effects on the environment.
- 2.16 In order to assess whether a Schedule 2 project is likely to give rise to significant effects, it must be screened if (a) it is located within a “sensitive area” (defined as Areas of Special Scientific Interest, Areas of Outstanding Natural Beauty, National Parks, World Heritage Sites, Special Protection Areas and Special Areas of Conservation) or (b) if it exceeds the applicable thresholds in the Schedule (which primarily relate to the scale of the proposed development).
- 2.17 The Proposal does not fit within the list of developments in Schedule 1 and the Site is not located within a “sensitive area” as defined by Schedule 2(a). However, the Proposal does fall under the definition of ‘Industrial Estate Development’, as set out under Class 10(a) of Schedule 2, and exceeds the applicable threshold (i.e. the area of development exceeds 5ha). As such, the Proposal triggers the need to assess whether it is likely to give rise to significant effects on the environment.
- 2.18 A Screening request was sent to the Council on 21 October 2022, and the Council issued its Screening Opinion on 10 November 2022 concluding that the Proposal would not require EIA and that it is not necessary to prepare and submit an Environmental Statement in support of this full planning application.

Pre-Application Advice

- 2.19 The Applicant also submitted a formal request for the Council’s pre-application advice on 21 October 2022 and formal written advice was received from the Council on 1 March 2023. The Council’s advice supported the development in principle, subject to several factors being addressed, which are detailed in Sections 4 and 7.

Public Consultation

- 2.20 In line with best practice, a pre-application consultation exercise was carried out by the UK Networks with key stakeholders and the local community prior to submission of this application. The exercise comprised a combination of traditional and modern means of consultation and engagement including resident notices, online briefings, a project website and online feedback form and the availability of a project telephone line and Freepost address.
- 2.21 Full details of the public consultation exercise, the feedback received, and how the project has responded to such feedback is set out within the submitted Statement of Community Involvement.

Timescales and Delivery

- 2.22 Subject to the grant of planning permission, the Applicant aims to commence work on Site in 2024. It is anticipated that any further detail required by planning conditions will be submitted during this period.
- 2.23 The Applicant is committed to delivering the proposed industrial and logistics unit as soon as possible in order to bring the Site back into full use and to satisfy continued strong demand in the sector. The demand for industrial and logistics floorspace remains resilient.

3 Planning History

- 3.1 A review of the Council's online planning register has been carried out. The Site has a long planning history comprising numerous planning decisions relating to minor works and changes of use and is set out in **Appendix B**. It has not been possible to find the Site's original planning permission, but the wider history appears to establish the Site's lawful use being a mix of Use Classes E(g) (formerly B1) offices and light industry, Use Class B2 general industry and Use Class B8 storage and distribution.
- 3.2 It is noteworthy that a logistics warehouse was recently completed to the north of the Site following the original grant of planning permission under planning reference 14/00510/FUL (4 November 2014) and subsequent permissions granted under planning references 16/00400/FUL (6 February 2017) and 17/00626/FUL (3 January 2018).
- 3.3 Most recently, the Applicant submitted an EIA Screening Opinion (reference: 22/00655/SO) relating to this current Proposal, and the Council confirmed that an Environmental Impact Assessment would not be required for the proposed scale and nature of development on the 10 November 2022

4 Pre-Application

- 4.1 Prior to the submission of this planning application, a request for the Council's formal pre-application advice was submitted on 21 October 2022 and the Council issued its formal advice on 1 March 2023, including responses from the Highways Department, the Merseyside Environmental Advisory Service (MEAS) and the Environmental Health.
- 4.2 The written pre-application advice covered a variety of matters, including the following key considerations:
- Highways
 - Biodiversity
 - Waste
 - Low Carbon and Renewable Energy
 - Air Quality
 - Noise
 - Contaminated Land
 - Built Form
- 4.3 Overall, no objections to the principle of development were raised.

Highways

- 4.4 The Highways Department noted a slight undersupply of parking spaces for B8 development when considered against the Council's adopted parking standards, encouraging additional parking spaces in any further plans put forward. The Department also highlighted that it will not support proposals which would include HGVs turning right from the site access. The Proposal, however, does not intend to provide right turning traffic from the northern access and the Applicant is keen to discuss any physical measures to prevent this with Highways Department.

Biodiversity

- 4.5 MEAS concluded that the Site may provide habitat for breeding birds and that a preliminary bat roost assessment would also be required prior to determination; however, the development is unlikely to have a significant impact on biodiversity due to the Site's brownfield nature.

- 4.6 If evidence of breeding birds is found, mitigation for the loss of nest sites will be required. Similarly, if potential for bat roosts is identified, detailed surveys will need to be completed and the data submitted prior to the application being determined.
- 4.7 The Preliminary Ecology Assessment identified low to moderate potential for bat roosts in two small buildings on site and therefore detailed bat surveys will be carried out in May/June 2023.
- 4.8 The Environment Act (2021) requires all development to provide a minimum of 10% Biodiversity Net Gain provision from autumn 2023. As such, the development should aim to meet this requirement as a minimum.

Waste

- 4.9 MEAS has also stated that the development should design out waste, minimise waste production and demonstrate how wastes arising will be re-used and recycled, and off-site disposal minimized. A Waste Audit or a similar mechanism such as a Demolition Method Statement or Site Waste Management Plan should be provided. The Applicant has included a Demolition Method Statement with this application, which addresses these matters.

Low Carbon and Renewable Energy

- 4.10 The Applicant was advised by MEAS to submit the Energy and Sustainability Statement to outline the energy efficiency measures which are to be incorporated into the scheme. The Statement should explain how the development is meeting sustainability targets, including energy efficiency measures. A statement has been included with the application.

Air Quality

- 4.11 Environmental Health advised that an Air Quality Report would be required due to the size of the development proposed and the potential for changes in vehicle movements. An Air Quality Assessment has been submitted as part of this application.

Noise

- 4.12 A Noise Impact Assessment (NIA) was also required by Environmental Health, as the Site is positioned close to existing residential properties. An NIA has been submitted in support of the application.

Contaminated Land

- 4.13 Environmental Health requested that an investigation into the potential for ground contamination be carried out, as the Site has had past use as a factory, with embankments, disturbed ground and drainage ditches. The supporting Preliminary Risk Assessment has been submitted as a result with respect to potential contamination and general ground conditions.

Built Form

- 4.14 Due to the proposed increase in height of the main building, the Council has initially expressed some concerns regarding the impact of potential overshadowing on the nearby residential properties, requesting a daylight/sunlight analysis in support of this application.
- 4.15 However, the proposed building is located 100m away from the nearest residential property, which is significantly over the BRE Guidance 2022 threshold, at which the daylight/sunlight analysis would be required. Particularly, the formula contained in the paragraph 2.2.4 of the BRE Guidance 2022 and the full height of the proposed building confirm that any existing buildings located more than 58.5m ($3 \times (21 - 1.5) = 58.5\text{m}$) away do not need to be analysed against the impact on the daylight/sunlight.
- 4.16 The Applicant has liaised with the Council in regard to the above matter, with which the Council has informally agreed. Therefore, no daylight/sunlight assessment is required as part of this application.

5 Proposed Development

- 5.1 This Section provides details of the proposed development. The description of development for which planning permission is sought is:

“Demolition of existing accommodation and erection of warehouse (Use Class B8) with ancillary offices (Use Class E(g)), reconfigured points of access, new security gatehouses and associated works.”

- 5.2 The proposed development is shown on the submitted Building Layout Plan (reference: 21241-UMC-0001-SI-DR-A-0601-P1). In summary, the Proposal comprises the following details (all floor areas are provided as Gross Internal Areas (GIA) unless otherwise stated):

- Total floor area – 42,850 sqm (Gross External Area);
- Approximately 38,515 sqm - warehouse with a height of 18m to underside of haunch and ridge height of approximately 21m;
- 2,350 sqm – Offices;
- 222 sqm – Transport Office;
- 27 sqm – Gatehouse;
- 3no. Level Access Doors;
- 40no. Loading Doors;
- 65no. HGV Parking Spaces;
- 385no. Car Parking Spaces, including 20 accessible car parking spaces;
- 60no. Cycle Parking Spaces;
- 34no. EV Charging Points;
- Improved / reconfigured points of access to provide two-way movements

- 5.3 The existing development is no longer considered to be fit for modern industrial and commercial purposes. Due to the costs involved, age of building, asbestos and other constraints, refurbishment is not commercially feasible. The Proposal has therefore been designed with an aim to upgrade the Site and provide high quality Use Class B8 accommodation to meet market demand in the logistics sector.

Scale, Layout and Appearance

- 5.4 The proposed unit will comprise a Use Class B8 warehouse as a replacement for the existing warehouse with the design features identified within the Design and Access Statement prepared by UMC Architects. The Unit will measure approximately 264m in length, 144m in width with a maximum ridge height of 22m above finished floor level. The Unit will accommodate a total of 41,438sqm (GIA) of floorspace, including Use Class B8 storage and distribution space with ancillary offices (Use Class E(g)(i)). The design is typical of a standard industrial warehouse unit within similar locations.
- 5.5 The proposed layout reflects the Site's rectangular shape, with the proposed warehouse (also rectangular) taking the same orientation as the wider site boundary. The proposed office space aligns with the western elevation, fronting the existing car park. An area of parking directly west of the warehouse is proposed to be retained, with dedicated HGV parking and loading areas to the north and east of the warehouse, accessed directly off Moorgate Road Nort with the internal road proposed along the northern perimeter.
- 5.6 External walls of the proposed unit will be built using vertical and horizontal trapezoidal cladding, coloured in:
- Bright Red Orange (RAL: 2008);
 - Anthracite Grey (RAL: 7016);
 - Slate Grey (RAL: 7012);
 - Alaska Grey (RAL: 7000);
 - Oyster Grey (RAL: 7035); and
 - White (RAL: 9010)
- 5.7 Visual layout of the proposed materials and colours is detailed on the proposed elevation drawings (reference: 21631-UMC-0001-ZZ-DR-A-1301-P1) and within the submitted Design and Access Statement.

Access

- 5.8 The existing northern site access (currently an ingress only), off Moorgate Road North, will be reconfigured slightly to accommodate two-way movements for HGVs and commercial vehicles and provide access to the service yard area to the rear of the unit, as well as through-traffic accessing sites to the east.
- 5.9 The southern point of access (currently an egress only), also directly off Moorgate Road North, is also proposed to perform as two-way route, with access provided to a fire access track along the warehouse's southern edge.
- 5.10 The car parking area is proposed to provide up to 385 car parking spaces, including 20 accessible spaces for disabled users and 34 EV charging points (meeting the 6% requirements of the total number of parking spaces for B8 purposes).
- 5.11 The security gatehouse will be situated to the northwest of the proposed unit, enabling the registration of vehicles entering and exiting the loading area to the southwest of the warehouse. The gatehouse will be of a typical design, details of which have been illustrated on the drawing (reference: 21241-UMC-XXXX-SI-DR-A-2000-P1) and submitted with this application.

6 Planning Policy

- 6.1 This Section sets out the relevant local and national planning policy context in respect of the Site and the proposed land use. In particular, it highlights any policy constraints and/or tests against which new development proposals should be considered.

The Development Plan

- 6.2 Section 38(6) of The Planning and Compulsory Purchase Act (2004) indicates that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. In this instance, the relevant documents of the Development Plan comprise:

- Knowsley Local Plan Core Strategy (adopted January 2016); and
- Knowsley Replacement Unitary Development Plan (adopted June 2006) (saved policies)

- 6.3 The Council also has a number of Supplementary Planning Documents (SPDs) that add further detail and guidance to the Development Plan policies.

- 6.4 The following adopted planning policies are considered to be particularly relevant to the proposed redevelopment of the Site:

Knowsley Local Plan Core Strategy – adopted January 2016

- Policy SD1: Sustainable Development
- Policy CS1: Spatial Strategy for Knowsley
- Policy CS2: Development principles
- Policy CS4: Economy and Employment
- Policy CS7: Transport Networks
- Policy CS8: Green Infrastructure
- Policy CS11: Principal Regeneration Area – Knowsley Industrial and Business Parks
- Policy CS19: Design Quality and Accessibility in New Development
- Policy CS22: Sustainable and Low Carbon Development
- Policy CS24: Managing Flood Risk

Knowsley Replacement Unitary Development Plan – adopted June 2006

- Policy EC3: Primarily Industrial Areas
- Policy T6: Ensuring Choice of Travel to Serve New Developments
- Policy T8: Transport Assessments
- Policy T9: Travel Plans

- Policy T10: Access for the Less Mobile
- Policy DQ1: Design Quality and New Development
- Policy DQ2: Security in the Built Environment
- Policy DQ4: Trees and Development
- Policy ENV2: Noise and Vibration
- Policy ENV3: Light Pollution
- Policy ENV7: Flood Risk and Drainage

6.5 The above policies are considered the most applicable and explored in more detail below.

6.6 **Core Strategy Policy SD1** confirms that the Council will take a positive approach in determining planning applications, reflecting the presumption in favour of sustainable development. The Council will work with applicants in a proactive manner in order to identify joint solutions to enable planning permission to be granted wherever possible. Where planning applications accord with the Local Plan policies, planning permission will be granted without delay (unless material considerations indicate otherwise).

6.7 **Core Strategy CS1** places a focus on development within existing urban areas which are easily accessible from areas in need of regeneration. The policy encourages the sustainable and efficient use of land and the reuse of previously developed land. The policy claims that enhancing existing employment areas and providing a suitable range of sites and premises for employment development is one of the priorities from Knowsley.

6.8 **Core Strategy Policy CS2** lists the following five development principles for new proposals each with a list of measures:

- *“promoting sustainable economic development;*
- *reducing carbon emissions and adapting to climate change effects;*
- *reducing the need to travel and increasing accessibility;*
- *recognising environmental limits, protecting and enhancing assets, enhancing the local character and promoting quality of place; and*
- *making the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy.”*

6.9 **Core Strategy Policy CS4** sets out the Council’s strategy for employment development. Part 1 of the policy requires planning interventions to, 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; and

b) Provide sufficient land to meet employment development needs to 2028.”

- 6.10 **Core Strategy Policy CS7** supports sustainable and integrated transport system, which ensures “people can get to where they need to by a choice of walking, cycling and public transport”. The policy indicates, inter alia, that development proposals will be assessed against a site’s location and accessibility, a submitted transport assessment and/or travel plan, the Council’s parking standards and proposed measures to mitigate carbon emissions.
- 6.11 **Core Strategy Policy CS8** defines Local Wildlife Site /Local Geological Sites (referred to as sites of biological and/or geological interest in UDP) as areas of land with significant wildlife or geological value, typically comprising grassland or woodland. To protect, manage and enhance these assets, the planning interventions would be expected to minimize impact arising from development and “promote effective movement of wildlife..., by protecting, maintaining and improving existing and new open spaces....”
- 6.12 **Core Strategy Policy CS11** supports the regeneration of Knowsley Industrial and Business Parks and encourages a mix of high-quality employment development which should focus on Class E ‘business’ use and Classes B2 and B8. The Policy confirms that Knowsley Industrial Park is a “Priority Zone”.
- 6.13 **Core Strategy Policy CS19** expects new development to [summarised]:
- a) Respond to the character of the immediate surroundings, and integrate such characteristics into the proposal;
 - b) Complement and where possible enhance the existing landscape, topography, Green Infrastructure, locally important and historically interesting features;
 - c) Consider providing landmark buildings and detailing at main gateways;
 - d) Create places and spaces as a focal point, accommodation social interaction and active lifestyles;
 - e) Provide safe, secure and convenient walking, cycling and public transport routes;
 - f) Integrate with existing development and link to existing shopping and service provision; and
 - g) Demonstrate community engagement during the design phase of major development proposals

- 6.14 Part 2 of Core Strategy Policy CS19 requires proposals to maintain a good standard of amenity for all existing and future occupants. Part 3 sets out measures which should be implemented to address climate change, including integrating biodiversity, sustainable design principles, flood risk mitigation, waste recycling and energy and resource efficiency.
- 6.15 **Core Strategy Policy CS22** requires new development to meet high standards of sustainable design and construction by meeting the list of criteria set out in the policy including, inter alia:
- designing buildings for flexible uses throughout their lifetime;
 - ensuring effective use of resources;
 - limiting energy use by incorporating high standards of insulation, heat retention and natural ventilation;
 - using locally sourced sustainable materials; and
 - managing flood risk through SUDS
- 6.16 Building Regulations will control development contributing towards the Government targets for carbon reduction. The Site is situated within a Priority Zone and the policy confirms that such areas will facilitate renewable and low carbon infrastructure, requiring new development to make provision for decentralized energy networks and be designed to enable future connectivity.
- 6.17 **Core Strategy Policy CS24** outlines expectations of the development to manage flood risk. Where an unacceptable risk of flooding will result from the development proposal, planning permission will not be granted. The policy directs development to areas with the lowest probability of flooding, and proposals within medium/high risk of flood areas will be required to demonstrate that the development could not be practicably located elsewhere with a lower flood risk. Flood Risk Assessments are required for proposals over 1ha. The policy states that flood mitigation measures will be required for new developments, where necessary, and such measures will be derived from the Strategic Flood Risk Assessment. Mitigation should contribute towards biodiversity (if feasible), incorporate SUDS and be maintained by the developer.
- 6.18 **UDP Policy EC3** confirms that Primarily Industrial Areas, as identified on the Proposals Map, are appropriate locations for business, general industry and storage and distribution uses. Other uses in these locations will only be permitted where particular criteria are satisfied.

- 6.19 **UDP Policy T6** requires new development proposals to provide for, or be served by, a good choice of modes of travel which is appropriate to the scale and nature of the development. Modes of travel should be safe, convenient and well-lit. Cycle parking facilities should accord with the Council's minimum standards and car parking facilities should not exceed maximum standards. The policy requires parking facilities for the less mobile, delivery and other service vehicles to be provided within the site in accordance with adopted minimum standards. Safe and convenient vehicular access should be provided to and from the highway. The policy goes on to require good provision of public transport to the site. Exceptions to the six policy criteria will be considered where the proposal will not materially increase the amount of traffic visiting the site.
- 6.20 **UDP Policy T8** indicates that proposals which would prejudice the function of any part of the highway networks by generating a material increase in traffic generation which would overload the network, will not be permitted unless mitigation measures are undertaken. Major traffic generating development and proposal which are likely to increase noise/air pollution will be required to be supported by a Transport Assessment.
- 6.21 **UDP Policy T9** requires a Travel Plan to be submitted alongside proposals for major traffic generating development.
- 6.22 **UDP Policy T10** states that new development proposals will need to provide adequate access for the less mobile or individuals with sensory impairments. Proposals should have adequate adaptability to meet inclusive design standards and shall accord with the Disability Discrimination Act 1995.
- 6.23 **UDP Policy DQ1** directs the proposals to be of appropriate scale, density, massing, height, building lines, and form of landscape and ensures good levels of amenity for occupiers. Development that preserve and manage any trees, hedgerows, greenspace, ponds and provide safe and convenient access for all would be supported.
- 6.24 **UDP Policy DQ2** encourages developments to be designed to a good level of personal and property security. The policy lists a number of measures, including (but not limited to): visible highways, footpaths, cycle routes and parking areas; avoiding the creation of "hiding places"; provision of gates and fences; natural surveillance; avoiding long lengths of blank frontages;

providing a mixture of uses to maximise surveillance. Fencing, walls, CCTV and lighting should avoid causing harm to visual amenity, amenity of occupiers or highways safety.

- 6.25 **UDP Policy DQ4** specifies that proposals for new development will be expected to incorporate “adequate replacement provision where tree loss is unavoidable, comprising two additional trees for every tree lost and taking account of species and size.”
- 6.26 **UDP Policy ENV2** confirms that planning permission will not be granted for development that would result in an unacceptable increase in noise or vibration, or indeed where the proposed use itself would be subject to unacceptable levels from an existing source. Effective noise insulation or other mitigation may be required and secured by condition.
- 6.27 **UDP Policy ENV3** requires proposals which include external lighting to satisfy the following criteria:
- a) The lighting scheme proposed is the minimum required for security and working purposes to undertake the task;
 - b) There would be no unacceptable impact on visual amenity in the surrounding area;
 - c) The scheme will not have an unacceptable effect on road safety;
 - d) The scheme will not harm wildlife; and
 - e) There will be no unacceptable loss of residential amenity.
- 6.28 **UDP Policy EN7** restricts development in areas of unacceptable risk of flooding and if it may cause an unacceptable risk of flooding elsewhere. Sustainable Drainage System is required to be incorporated in the overall design of new developments.

Material Considerations

- 6.29 As noted above, the Development Plan is the starting point in the determination of planning applications, unless material considerations indicate otherwise. In this instance, the following policy-led documents are considered to be material considerations:
- National Planning Policy Framework (July 2021)
 - Ensuring a Choice of Travel Supplementary Planning Document (SPD) (September 2010)
 - Design Quality in New Development Supplementary Planning Document (SPD) (January 2016)
 - Adding Social Value to Development: Employment and Skills SPD (September 2018).

National Planning Policy Framework

- 6.30 The National Planning Policy Framework (NPPF) (July 2021)¹ is a core material consideration in the determination of planning applications, which sets out national planning policy. Its primary goal is to achieve sustainable development by satisfying the economic, social, and environmental objectives. Summaries of the Framework’s chapters and specific policy tests relevant to this Proposal are provided below.

Achieving Sustainable Development

- 6.31 Chapter 2 distinguishes the three overarching interdependent objectives (i.e. economic, social and environmental) that should be delivered through the preparation of plans and the application of the policies.
- 6.32 **Paragraph 11** states that all planning “decisions should apply a presumption in favour of sustainable development”. Importantly, for decision-taking this means “approving development proposals that accord with an up-to-date development plan without delay...”.

Decision Making

- 6.33 Chapter 4 focuses on ‘decision making’ and promotes early engagement, which is seen to have significant potential to improve the efficiency and effectiveness of the planning application system for local planning authorities, the community and relevant stakeholders.
- 6.34 **Paragraph 47** states that planning decisions must be taken in accordance with the Development Plan, unless material considerations indicate otherwise.
- 6.35 **Paragraph 56** confirms that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.
- 6.36 **Paragraph 57** relates to planning obligations and confirms that these must only be sought where they meet all the following tests, as set out in Regulation 122(2) of the Community Infrastructure Levy Regulations (2010), as amended:

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

- a) “necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.”

Building a Strong, Competitive Economy

6.37 Chapter 6 promotes economic development and productivity, particularly in areas with high levels of productivity, “which should be able to capitalize on their performance and potential”, to address challenges of the future.

6.38 **Paragraph 81** indicates that:

“[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.” [emphasis added]

6.39 **Paragraph 83** identifies objectives for planning decisions to recognise specific locational requirements of different sectors at a variety of scales and in suitably accessible locations, including the storage and distribution sector. This approach is also well-aligned with the objectives of Chapter 11 (see below).

Promoting Sustainable Transport

6.40 Chapter 9 concentrates on how sustainable transport should be promoted and how issues should be considered from the earliest stages.

6.41 **Paragraph 104** requires development proposals to consider transport issues from the earliest stage so that:

- a) “the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and



e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*"

6.42 **Paragraph 105** directs major development to locations that are or can be made sustainable, through limiting the need to travel and offering sustainable transport modes.

6.43 **Paragraph 110** specifies, that when considering development proposals, the objectives include ensuring that safe and suitable access to a site can be achieved for all users and that any significant impacts can be adequately mitigated in a cost-effective manner.

6.44 **Paragraph 111** states clearly 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." [emphasis added]

6.45 **Paragraph 113** requires all developments that will generate significant amounts of movement 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. This planning application is accompanied by a Transport Assessment and Travel Plan, which both aim to address the objectives of paragraphs 104-113 above.

Making Effective Use of Land

6.46 Chapter 11 assesses making effective use of land, promotes and supports the proposed Scheme of brownfield land, especially where available sites could be used more effectively.

6.47 **Paragraph 119** confirms that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Direct support is provided for the re-use of previously developed or brownfield land.

6.48 **Paragraph 120** states, inter alia, that decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. As the

Site is previously developed, this objective is considered to be particularly pertinent to the determination of the application.

- 6.49 **Paragraph 124** sets out objectives for achieving appropriate development densities for all types of development, based on the availability of land for accommodating specific uses and other factors such as market conditions, the capacity of infrastructure and the desirability of maintaining the existing character of an area.

Achieving Well-Designed Places

- 6.50 Chapter 12 provides objectives for incorporating high quality design in all development proposals.

- 6.51 **Paragraph 129** advocates the use of supplementary planning documents to provide clarity about design expectations.

- 6.52 **Paragraph 130** provides criteria against which planning decisions should be considered, which includes ensuring 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.”*

- 6.53 **Paragraph 131** outlines 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 decisions should ensure that new streets are tree-lined (unless justified), that opportunities are

taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

Meeting the Challenge of Climate Change, Flooding and Coastal Change

- 6.54 Chapter 14 sets out the Government's objectives for bringing forward development that is resilient to the effects of climate change over its lifetime.
- 6.55 **Paragraph 152** notes that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 6.56 **Paragraph 154** outlines that new development should be planned in ways, that avoid increased vulnerability to the range of impacts arising from climate change and can help to reduce greenhouse gas emissions, such as through its location, orientation and design.
- 6.57 **Paragraph 157** highlights that local planning authorities should expect new development to comply with development plan policies on local requirements for decentralised energy supply, unless the applicant can demonstrate that this is not feasible or viable. New development should also consider landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 6.58 **Paragraph 163** emphasises that when determining applications, local planning authorities should ensure flood risk is not increased elsewhere; wherever appropriate, applications should be accompanied by a site-specific flood-risk assessment.
- 6.59 **Paragraph 169** outlines that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:
- a) *"take account of advice from the Lead Local Flood Authority;*
 - b) *have appropriate proposed minimum operational standards;*

- c) *have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and*
- d) *where possible, provide multifunctional benefits.”*

Conserving and Enhancing the Natural Environment

- 6.60 Chapter 15 identifies numerous criteria to be considered when determining planning applications, including, inter alia, protecting and enhancing sites of geological value.
- 6.61 **Paragraph 174** sets out that planning policies and decisions should contribute to and enhance the natural and local environment by, inter alia:
- *“minimising impacts on and providing net gains for biodiversity”; and*
 - *“remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.”*

- 6.62 **Paragraph 180** sets out principles towards identifying harm caused to biodiversity, ensuring adequate mitigation or compensation is provided, and supporting proposals that incorporate biodiversity improvements, especially where net gains are secured.

Summary

- 6.63 In summary, the NPPF provides a key policy-based framework of objectives that work towards the delivery of sustainable development in all proposals. NPPF takes a balanced approach throughout to competing demands both in terms of the site constraints to development and the opportunities that development proposals bring.

Ensuring a Choice of Travel Supplementary Planning Document

- 6.64 The SPD focuses on creating a safe, clean and attractive environment that is accessible to all. The document seeks to improve road safety, congestion and the quality of development through better use of space.
- 6.65 The document demonstrates how key policy requirements can be satisfied to ensure development proposals are accessible and promote sustainable travel patterns. The document states that the main objective of the SPD is to “ensure a good choice of travel modes to all new development”.

Design Quality in New Development Supplementary Planning Document

- 6.66 Published in January 2016, the Design Quality SPD sets out the Council's expectations for design standards of new development and provides further detail and interpretation of what is considered to be "good design" and design related policies.

Adding Social Value to Development: Employment and Skills Supplementary Planning Document

- 6.67 This document was published in September 2018 and outlines the Council's objective to achieve social benefits (Social value) incorporated into development opportunities.
- 6.68 The SPD provides guidance on how specific requirements will be implemented by requested developers to prepare and comply with a Social Value Strategy which identifies likely social value outcomes resulting from the proposed development. Such strategies are expected to commit to employment and training opportunities for local people; helping to develop resident workforce skills and contributing towards a route to employment for local people.
- 6.69 A draft Social Value Strategy has been submitted as part of this application and the forecast planning obligation is set out within Section 9 of this Planning Statement.

7 Planning Analysis

7.1 This Section analyses the key planning matters which are relevant to the determination of this planning application, particularly those issues that were highlighted by the Council during pre-application discussions. It is therefore the intention of this Section to assess how the Proposal is supported by the NPPF set out in Section 6, as well as identify any conflicts with policy.

7.2 The following key planning matters relate to the proposed development:

- Principle of Development
- Socio-Economic Impacts
- Transport and Highways
- Public and Stakeholder Engagement
- Energy and Sustainability
- Flood Risk and Drainage
- Air Quality
- Noise
- Built Form

Principle of Development

7.3 This subsection reviews the proposed development's compliance with the primary land use principles and general development objectives set by the Development Plan policies.

7.4 From a planning policy perspective, there is a clear principle support for industrial development at the Site, which has been established through previous use of the Site for industrial and logistics operators and its allocation within a Primarily Industrial Area. Core Strategy Policy CS11 specifically supports the regeneration of the Knowsley Business Park, within which this application site is situated. The policy promotes Use Classes B2 and B8.

7.5 As the Proposal makes a direct contribution towards the region's demand for logistics accommodation, it is considered that the principle of the development accords with the Site's allocation and Core Strategy Policies CS4 and CS11. Besides, there are no specific policy or land use restrictions, such as environmental designations, that would appear to prevent or discourage redevelopment in this location.

Socio-Economic Impacts

7.6 Economic Impact Assessment prepared by Amion Consulting has been submitted in support of this application. The assessment considered the impacts of the development on matters such as job creation and investment and confirmed that it will result in the following positive social and economic effects:

7.7 Construction Phase

- Creation of approximately 23 full time equivalent jobs in construction
- Generation of an estimated £10.8m net additional GVA at the Knowsley level
- Creating opportunities for Level 2 and 3 apprentices and displaced apprentices, graduate, undergraduate and school placements
- Opportunities to retain local supply chains
- Potential to work with local community groups to deliver wider community benefits

Operational Phase

- Employment of approximately 540 individuals across full time and part time roles
 - Approximately 139 FTE job supported through supply chains and employee spend in the local economy
 - Approximately 96 net additional jobs for residents in Knowsley
 - Net additional GVA in the region of £11.3m per annum at Knowsley level
 - An expected Business Rates income of over £650,000m per annum for Knowsley Council
- 7.8 In addition to the above, Fusion 21 has prepared a Social Value Strategy in accordance with the requirements of the Adding Social Value to Development SPD. The Social Value Strategy highlights the Applicant's commitment to delivering specific measures to providing access to training opportunities.
- 7.9 The Proposal would positively impact the local economy and provide training and apprenticeship opportunities.

Transport and Highways

7.10 Eddisons Transport Planning has prepared the Transport Statement, which includes a Framework Travel Plan, submitted in support of this planning application to assess the implications of the proposed development on the local transport network and in response to Core Strategy Policy CS7.

7.11 The Statement confirms that the Proposal has all appropriate opportunities in place to secure sustainable travel to and from the Site, in particular:

- The proposed development will be accessed by safe and efficient vehicular access arrangements.
- The car parking will accommodate the likely demand from the proposed development.
- The Site is accessible by foot and cycle. The existing infrastructure will provide excellent pedestrian linkages with the surrounding areas within the Kirkby area of Knowsley.
- The Site is accessible by bus with bus stops located within 400 metres of the Site, these services provide access to Liverpool, Kirkby and Huyton.
- A Framework Travel Plan will be implemented to encourage the use of non-car modes. and
- The proposed development will have minimal impact on the operation of the local highway network.

7.12 The Travel Plan (within Appendix 1 of the Transport Statement) summarises the baseline transport conditions, assesses the Site's accessibility credentials (e.g. walking, cycling, bus and rail), summarises the access-related elements of the Proposal and the sustainable transport measures to be incorporated. Fundamentally, the Travel Plan assesses the likely trip generation and distribution that will result from the development, including an assessment of future forecasts and traffic growth scenarios.

7.13 The key objectives of the Travel Plan are to: reduce the dependency on private cars; promote alternative travel; increase awareness of sustainable travel; constrain parking demand; comply with policies to reduce vehicle emissions and congestions; and ensure that the objectives of the Travel Plan are reflected through daily travel patterns of employees over the long term.

7.14 The Applicant is committed to providing 385 car parking spaces (20 of which are for people with impaired mobility), 60 cycle parking spaces and 24 electric vehicle charging points to facilitate the future growth of electric vehicles.

7.15 The Site benefits from good access to sustainable modes of transport, including the bus stops at Moorgate Road North, County Road and Lees Road, as well as the local pedestrian and cycle infrastructure network.

7.16 Further detail on how the Applicant will implement and achieve the proposed objectives is set out in detail within the Travel Plan Framework included within the Transport Statement.

Accessibility

- 7.17 The two existing points of access from the Site onto Moorgate Road North will be retained. However, changes are proposed to the northern point of access, making it a two-way private road, while repurposing the southern access as an exit and a fire access track for primary use by HGV vehicles. The access to the car park adjacent to the south of the Site is proposed to be maintained.
- 7.18 The Site benefits from direct access to the Moorgate Road North, which offers effective existing pedestrian routes and facilities cross a well-established industrial area. There are footways on both sides of the Moorgate Road North. Existing pedestrian routes to the west connect the Site to the residential area, public services and transport, encouraging pedestrian trips for staff. Street lighting is provided at intervals along all routes linking the Site.
- 7.19 As mentioned earlier, the Site is positioned well in relationship to the Knowsley's cycle network, with a signed route approximately 850m to the south of the Site along Ribblers Lane, and a shared use path along the Moorgate Road North to the east. The shared use footway/cycleway connects the Site to the A580/A5207 and A5208/A5207 junctions, providing further links to Kirkby, Knowsley, Eccleston and St Helens. As such, existing cycle infrastructure provision is considered adequate for the purpose of the proposed development.
- 7.20 The nearest bus stop to the Site is in front of the entrance to the existing and proposed warehouse at Moorgate Road North which provides bus services throughout Knowsley Industrial Park and to Liverpool, Woolfall Heath and Huyton. Further bus stop on County Road (350m north of the Site) operate additional bus services to St Helens, Prescot and Speke.
- 7.21 The Site can be accessed off Junction 4 of the M57 motorway from the south and is suitably located to cater for the needs of the future tenants and visitors by promoting a choice of travel modes other than the car.

Vehicular Movements

- 7.22 The Transport Statement prepared by Eddisons Transport Planning forecasted vehicular traffic movements that will be associated with the existing and proposed development using TRICS data. Provided that the existing use of the Site as an industrial storage space is still partly in operation, trips associated with the previous use have been taken in consideration.
- 7.23 As part of the assessment, a survey of the existing road traffic conditions confirmed that 178 two-way vehicular movements took place on Moorgate Road North during the peak morning period, and 189 two-way movements were recorded during the afternoon peak period.
- 7.24 The trip rate for existing employment industrial B2 use is estimated to be 0.480 during the morning peak and 0.564 during the afternoon peak, while trip rates for proposed commercial warehousing B8 use is predicted to be approximately 0.138 during the morning peak and 0.206 during the afternoon peak.
- 7.25 The operation of the proposed Site as a B8 storage and distribution warehouse would result in a forecast of up to 76 two-way vehicle movements during the morning peak period and 84 two-way trips during the evening peak period. Thus, the development would result in reductions of around 100 two-way vehicle movements when compared to the existing development.
- 7.26 The proposed development will result in a significantly lower level of traffic comparing to the previous use of the Site during the peak hours. The levels of movement are anticipated to fluctuate during peak and off-peak times of the day. Overall, the Proposal is not anticipated to significantly change the vehicle movements on the surrounding highway network and it is concluded that the Proposal would not have an unacceptable impact on road safety, nor a severe impact on the operation of the highway network in accordance with the NPPF. Further detail on the calculation and impact of forecast vehicular trips resulting from the proposed development is set out within the submitted Transport Statement.

- 7.27 The submitted Transport Statement provides sufficient evidence to consider the proposed development compliance with the objectives of Core Strategy Policy CS7. Overall, the proposed development would not have an unacceptable impact on road safety and would reduce the impact on the operation of the highways networks in accordance with national policy.

Public and Stakeholder Engagement

- 7.28 UK Networks has conducted a consultation exercise, which ran between November 26th 2022 to December 10th 2022. Results of the consultation have been recorded in the provided Statement of Community Involvement.
- 7.29 In summary, all respondents were the residents living close to the site. Half of the respondents have found the consultation website not that useful in helping to understand the proposed development, while the other half was neutral. According to the feedback received from the website, the respondents either do not support the development or are undecided.
- 7.30 The Applicant has provided answers to all questions raised by the respondents in relation to the development, which are provided in the supporting Statement of Community Involvement.

Energy and Sustainability

- 7.31 The Applicant has sought to ensure energy reduction, renewable technologies and sustainability are an integral part of the project. As such an Energy and Sustainability Statement has been prepared by Ridge and submitted in support of this application to address these requirements.
- 7.32 The Statement confirms that the Proposal has been designed in line with the Core Strategy Policies CS2, CS7, CS22 and CS24 to achieve sustainable development by inclusion of the following:
- Direct electric heating strategy;
 - Proposed building envelope and servicing strategy;
 - Flood risk mitigation;
 - Reuse of an existing plot;
 - Proximity to existing well-developed public transport (bus) services;
 - New sustainable transport initiatives, including EV charging points and cycle storage;
 - Visual cohesiveness of the business park with the public highway;
 - Retention and protection of the majority of trees, along with compensatory tree provision and soft landscaping and habitats;

- Adaptability and flexibility of the building to meet the needs of future tenants;
- Local control of internal conditions (i.e. lighting, heating, glare), where feasible;
- Water efficient sanitaryware and water metering strategy to manage water usage;
- SuDS and on-site attenuation in the form of below ground storage, permeable paving and an attenuation pond to mitigate current and future flood risk;
- Responsibly manufactured, sustainably sourced products and materials;
- Implementation of 'Lean' and 'Mean' principles of the energy hierarchy;
- Segregation and storage of recyclable waste; and
- Location in an area of low risk of flooding

7.33 Given the above, the development is considered to accord with key objectives of relevant Development Plan policies, including Core Strategy Policies and the requirements of the NPPF.

Flood Risk and Drainage

7.34 The Site is located entirely within Flood Zone 1 (the lowest risk of flooding) according to the EA's Flood Map for Planning and as such development in this location is compliant with part 2) of Core Strategy Policy CS24 which directs new development to areas of low probability of flooding.

7.35 The Site area is over the threshold which requires a Flood Risk Assessment to be submitted with a planning application in accordance with Paragraph 167 and footnote 55 of the NPPF and part 3) of Core Strategy Policy CS24. In accordance with the NPPF and the Core Strategy Policy CS24, this planning application is accompanied by a Flood Risk Assessment and drainage details prepared by Tier Consult.

7.36 The submitted Flood Risk Assessment considers the risk of flooding at the Site from fluvial; tidal; ground water; surface water; sewer sources and artificial drainage systems/infrastructure failure.

7.37 Tier Consult has prepared a drainage layout (reference: T_22_2582_DRG-55-01), drainage calculations, Preliminary Ground Investigation and Preliminary Risk Assessment, which are submitted in support of this application. The proposed drainage details consider the preferred drainage hierarchy set out within the Flood Risk and Coastal Change Guidance in NPPG, Part H of the relevant Building Regulations and the NPPG 'Site specific flood risk assessment checklist'.

- 7.38 The proposed surface water networks are designed to accommodate all storm events up to the 1 in 100-year storm plus an additional 40% to cater for climatic change. The preference is for surface water from external paved areas to discharge into trapped gullies and linear channel.
- 7.39 Tier Consult has considered the quality of the water runoff from the proposed development that is likely to discharge in the south-southwest direction. It is considered that the highest risk of the surface water flooding from the Site is 1 in 30 years. Risk of ground water flooding from the Site is moderate to high.
- 7.40 The proposed development will implement sustainable drainage system (SUDs) through collecting roof water into gravity fed drainage system and surface water drains. Rainwater runoff from the carpark area will infiltrate through the porous paved surface. Surface water will infiltrate through to the subbase and trapped gullies and linear channel.
- 7.41 The submitted Flood Risk Assessment and Drainage details demonstrate that the proposed development will not cause an unacceptable risk of flooding on the Site, or elsewhere, in accordance with part 1 of Core Strategy Policy CS24. The proposed drainage details and flood risk mitigation incorporates sustainable urban drainage measures to be implemented by the Applicant. As such, the Proposal accords with Core Strategy Policy CS24 and the objectives of Paragraph 167 of the NPPF.

Air Quality

- 7.42 Air quality matters have been assessed in full by Redmore Environmental. An Air Quality Assessment has been submitted in support of this planning application. The Assessment sets out the baseline air quality conditions at the Site, as well as the likely impacts during the construction and operation phases.
- 7.43 In terms of the existing conditions at the Site, the Site is not located within an Air Quality Management Area.

- 7.44 During the construction phase, it is considered that there is the potential for air quality impacts as a result of fugitive dust emissions from the Site. The air quality impacts from dust generated by demolition, earthworks, construction and trackout activities are predicted to be “insignificant”.
- 7.45 The Air Quality Assessment identifies no mitigation measures beyond those required by legislation, as the development of the Site is considered to be of negligible risk to the air quality. However, additional controls may be applied as part of good practice.
- 7.46 In terms of the ongoing operational phase, the proposed development will generate “negligible” impacts from NO₂, PM₁₀ and PM_{2.5} emissions. In accordance with the IAQM guidance, air quality impacts from the operation of the development were considered to be “not significant”.
- 7.47 Overall, the Air Quality Assessment concludes that the proposed development will not present constraints to the air quality. As such, it is considered to comply with national policy and principle 2 of Core Strategy Policy CS2 which seeks to reduce carbon emissions. Hence, the air quality matters should not restrain the planning permission from being approved without delay.

Noise

- 7.48 A Noise Impact Assessment has been prepared by E3P which includes the results of a baseline noise survey undertaken in the vicinity of the closest noise sensitive receptors to the Site. The unattended background and ambient sound survey predict the worst case baseline noise levels.
- 7.49 The key sources of sound associated with the development will be HGV loading/unloading activities, HGV parking, noise break-out from the units and car park usage.
- 7.50 Noise emissions at the Site have been assessed during daytime and night-time periods in accordance with the methodology outlined in BS 4142:2014+A1:2019. Measured background sound pressure levels to be used to inform the worst case scenario were calculated at 49 dB during the day and 40 dB during the night. During the survey, conditions remained dry and wind speeds rarely exceeded 10 mph.

7.51 The Assessment does not recommend any mitigation measures, as the surveys have shown that predicted rating level falls below the existing typical background sound level during daytime and night-time periods at the closest receptors. Furthermore, all predicted maximum noise levels achieve the required external criterion outside of bedroom windows at the closest receptors to the development site.

7.52 At the time of the Assessment, proposed fixed plant items were unknown and although they would have a low noise level and most likely will consist of A/C units, the following recommendations were made:

- Any fixed plant items should be located within the Site and not at the rear of the facades as, more often than not, these facades face noise sensitive receptors; and
- The resultant rating level from the cumulative impact of all proposed fixed plant items must not exceed the existing background sound levels, accounting for the above proposed noise levels, at the closest receptors.

7.53 Overall, the Assessment has concluded that the impact of the proposed units and the surrounding existing factors would be “negligible”, rendering the Proposal compliant with Unitary Development Plan Policies T8 and ENV2.

Built Form

7.54 As the new warehouse is proposed to be 21m high (approximately 9m – 13m higher than the existing one), the Applicant has undertaken a review of the BRE Guidance 2022 to determine whether the proposal would need to be assessed against its impact on the daylight/sunlight of the nearby properties.

7.55 Paragraph 2.2.4 of the BRE Guidance 2022 states:

“Loss of light to existing windows need not be analysed if the distance of each part of the new development from the existing window is three or more times its height above the centre of the existing window. In these cases, the loss of light will be small. Thus, if the new development were 10 m tall, and a typical existing ground floor window would be 1.5 m above the ground, the effect on existing buildings more than $3 \times (10 - 1.5) = 25.5$ m away need not be analysed.”

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- 7.56 As mentioned, the height of the proposed building is 21m and the nearest residential dwelling is located 100m to the west of the site across Moorgate Road North. Using the above formula, any existing buildings located more than 58.5m ($3 \times (21 - 1.5) = 58.5\text{m}$) away from the proposal do not need to be analysed against the impact on the daylight/sunlight.
- 7.57 The Applicant has confirmed this position with the Council as part of the informal pre-application process. Hence, the daylight/sunlight assessment is not included in this application.

8 Planning Obligations – Draft Section 106 Heads of Terms

- 8.1 In accordance with the Council’s local validation requirements, this Section has been provided in lieu of providing a draft planning agreement relating to potential planning obligations required for this full planning application.
- 8.2 Planning obligations may be secured under a legal agreement in accordance with Section 106 of the Town and Country Planning Act 1990 (as amended) where they satisfy the following tests, as set out by Regulation 122(2) of the Community Infrastructure Levy Regulations (2010), as amended, and Paragraph 57 of the NPPF, where an obligation is:
- a. Necessary to make the development acceptable in planning terms;*
 - b. Directly related to the development; and*
 - c. Fairly and reasonably related in scale and kind to the development.*
- 8.3 Working with the Council, the Applicant has identified the following potential S106 obligations that may be required to make the Proposal acceptable in planning terms:
- Travel Plan Monitoring
 - Social Value Strategy
- 8.4 For completeness, the carrying out of works to the public highway to form the proposed access off Moorgate Road North would be secured by way of a legal agreement under Section 278 of the Highways Act (1980).

9 Conclusion

- 9.1 This Planning Statement has been prepared on behalf of EEIP II Arundel Propco 2 Holdings Limited c/o EQT Exeter, in respect of the submitted full planning application at Deacon Business Park, Moorgate Road North, Knowsley, L33 7RX, comprising:

“Demolition of existing accommodation and erection of warehouse (Use Class B8) with ancillary offices (Use Class E(g)), reconfigured points of access, new security gatehouses and associated works.”

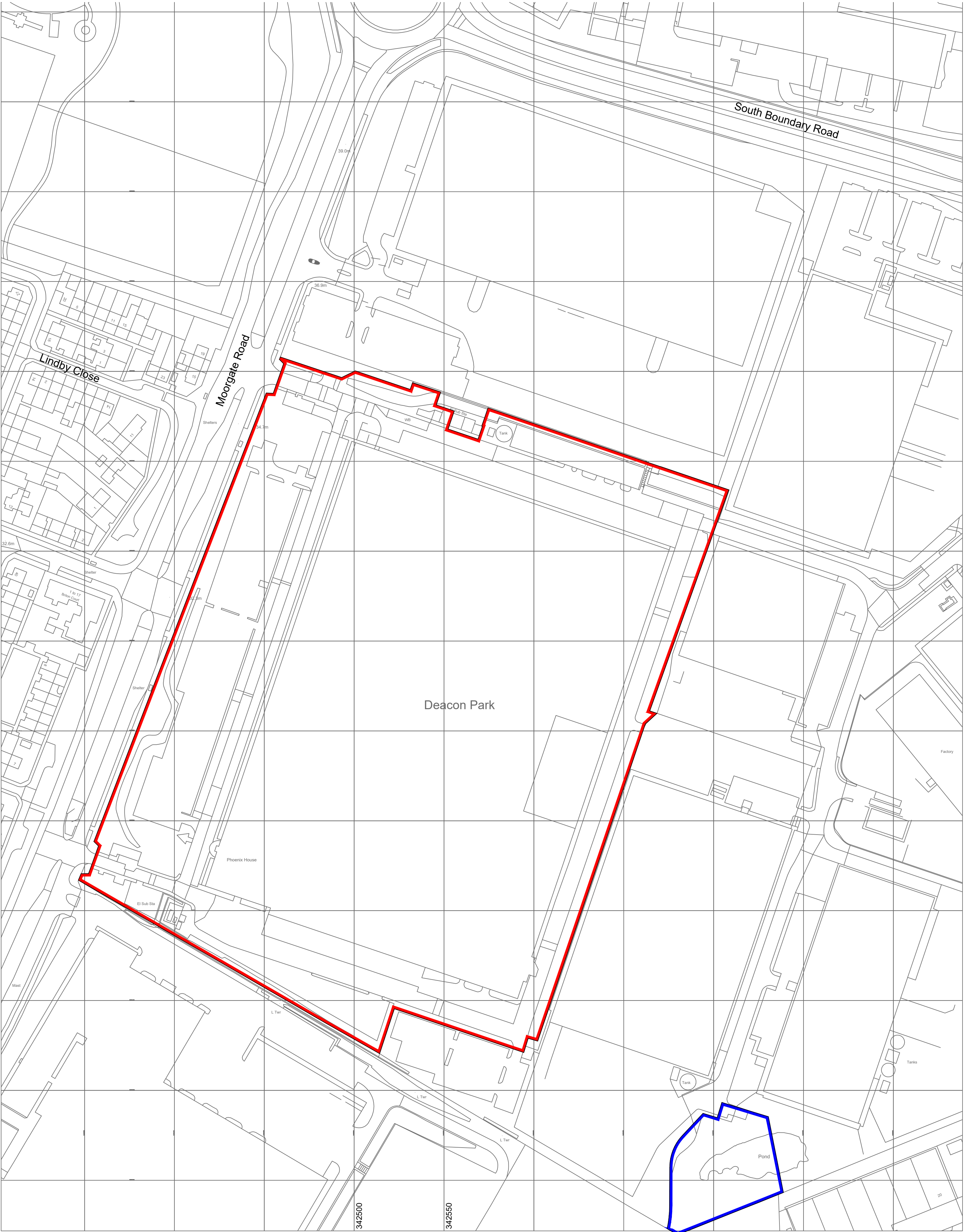
- 9.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that all planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the assessment of planning matters in Section 7 has shown that the development is in accordance with the Development Plan when read as a whole.
- 9.3 Having established that the Proposal is in accordance with an up to date Development Plan, it is necessary to consider the second strand of Section 38(6) and determine whether there are any material considerations indicating planning permission should be refused.
- 9.4 In this case, it is considered that there are no material considerations that suggest planning permission should be withheld. There are, however, material considerations in favour of granting planning permission at the Site, which are summarised below.
- 9.5 The NPPF at paragraph 11 is clear that where a proposal accords with an up to date Development Plan that the presumption in favour of sustainable development applies, and that planning permission should be approved without delay.
- 9.6 Below is a summary of the key matters associated with this full planning application.

- 9.7 The Site is situated within the Knowsley Business Park and is east of the Moorgate Road North and sits within Primarily Industrial Area where Use Class B8 (storage and distribution) development is supported. The site is under used as occupiers vacate due to leases expiring, and the accommodation is no longer fit for purpose. The redevelopment would provide a new logistics warehouse to meet the needs of modern storage and distribution operators.
- 9.8 The Site can be accessed off Junction 4 of the M57 motorway from the east by Moorgate Road North. The Site is well positioned in terms of access to public transport. Britonside Avenue and Moorgate Lane bus stops are in front of the main entrance to the existing warehouse and provide bus services to Liverpool, Kirkby, Speke, Halewood and Woolfall Heath. Further bus stops on County Road (350m north of the Site) operate additional bus services to St Helens and the whole of the Knowsley Industrial Park. Besides, the Site is easily accessible via Knowsley's cycle network, pedestrian routes and associated infrastructure.
- 9.9 The proposed development aims to create approximately 479 full time equivalent jobs during the operational phase and £11.3m per annum GVA at Knowsley level, as specified in the provided Economic Impact Assessment.
- 9.10 The submitted Transport Assessment sufficiently demonstrates that the Proposal can be delivered and accommodated without causing severe harm to the safety and/or operation of the surrounding highways network.
- 9.11 The submitted Air Quality Assessment concludes that the proposed development will comply with national policy and principle 2 of the Core Strategy Policy CS2 which seeks to reduce carbon emissions. As such, the planning application should be approved without delay on the grounds of no air quality constraints.
- 9.12 The redevelopment of the Site is considered sustainable, as detailed in the attached Sustainability and Energy Statement. The Proposal seeks to reuse the existing plot within an area of low risk of flooding and in proximity to well-developed public transport (bus) services. The adaptability and flexibility of the Proposal will secure the needs of future tenants. Among other things, 'Lean' and 'Mean' principles of the energy hierarchy will also be implemented to meet the sustainability requirements.

- 9.13 The Site is located within Flood Zone 1 (the lowest risk of flooding) and the proposed development is not considered likely to increase the risk of flooding at the Site, or elsewhere in accordance with the Core Strategy Policy CS24. Taking the preferred drainage hierarchy into consideration, it is proposed that the Site will be drained using infiltration where possible, and by discharging into trapped gullies and linear channel.
- 9.14 The proposed drainage details and flood risk mitigation incorporate sustainable urban drainage measures to be implemented by the Applicant. As such, the Proposal accords with the Core Strategy Policy CS24 and the objectives of Paragraph 167 of the NPPF.
- 9.15 The Site is of very scarce existing ecological value, with no protected species recorded on Site. The development of the Site will result in a net biodiversity gain of 24.66%, despite the unavoidable replacement of 4 trees across the car parking area to facilitate the resurfacing and landscaping.
- 9.16 The redevelopment of the Site would present “negligible” noise impact on the surrounding area, as evidenced in the accompanying Noise Impact Assessment. In relation to receptors closest to the development Site, the residential area to the west, all predicted maximum noise levels achieve the required external criterion outside of bedroom windows.
- 9.17 This planning application is considered to have satisfied the statutory requirement of Section 38(6) of the Planning and Compulsory Purchase Act (2004) insomuch as it complies with the Development Plan when taken as a whole. All identified material considerations also indicate that planning permission should be granted.
- 9.18 As such, it is respectfully requested that planning permission be granted in accordance with Paragraph 11(c) of the NPPF.



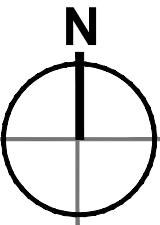
Appendix A – Site Location Plan



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Site Location Plan
Scale 1:1250

- Dimensions are in millimeters, unless stated otherwise.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.



Planning Application Boundary
21.89 Acres / 8.86 Ha

Ownership Boundary

P1	Issued For Planning	MS	AD	15.12.22
rev	amendments	by	ckd	date

Deacon Business Park, Knowsley

Site Location Plan

Information Container LOD:	LOD 200
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RIBA PoW Stage:	3 - Spatial Coordination
Document Suitability:	S3
Drawn / Checked:	MS / AD
Date:	20/10/2022
Scale:	As Drawn @A1
UMC Project Number:	21241
Document Reference:	Drawing no: Revision:
21241 - UMC - 0001 - SI - DR - A	0500 P1

PLANNING
THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE
ONLY AND SHOULD NOT BE USED FOR ANY OTHER



Appendix B – Planning History

Reference No.	Description of Development	Status
17/00656/FUL	Change of use of office space (Use Class B1) to a mixed use of a well-being hub (Use Class D1) and office (Use Class B1).	Approved 26/02/2018
05/00463/FUL	Erection of 2no. industrial units use class B8.	Approved 12/07/2005
03/01256/FUL	Erection of two storey office building.	Approved 04/02/2004
01/00307/COU	Change of use of part of main building from B2 to B1 use and demolition of unloading area, change of use of redundant boiler house to form B1 office accommodation and construction of 502 no. car parking spaces.	Approved 19/09/2001
01/00397/COU	Change of use from storage to offices.	Approved 10/08/2001
00/00577/FUL	Change of use from car component assembly to office use.	Approved 13/10/2000
00/00276/FUL	Retention of existing car parking and construction of 155 no. additional car parking spaces, together with erection of sub-station.	Approved 11/08/2000
00/00204/COU	Change of use from B2 to B1/B2/B8 uses together with construction of new access road, extensions to service yard areas, provision of new parking areas , gatehouse and pumphouse, installation of floodlighting towers & security fencing.	Approved 23/06/2000
98/00142/APP	Change of use of existing factory/production space to warehousing/production space (Classes B1 & B8), including retention of office space, use of ancillary buildings for nursery units (Classes B1 & B8).	Approved 16/04/1998
96/00010/APP	Construction of canopy over existing loading bay, retention of gas meter house, nitrogen tank, 2 no. water tanks, sprinkler pumphouse, chilled water pumphouse and chillers.	Approved 11/03/1996



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