

PLANNING DESIGN AND ACCESS STATEMENT

**FULL PLANNING APPLICATION FOR REVISED ENTRANCE AND
EXIT WITH GATEHOUSE AT SAPUTO, MOORGATE ROAD NORTH,
SOUTHEDENE, KIRKBY, L33 7XW**

MAY 2026

1.0 Introduction

1.1 This Planning Design and Access Statement is prepared in respect of a full planning application for a revised entrance and exit with gatehouse at Saputo on Moorgate Road North, Southdene, Kirkby which lies within the administrative area of Knowsley Council.

1.2 The primary purpose of this Supporting Statement is to set out the details of the proposals with consideration given to the highways, design and environmental effects of the scheme.

1.3 The application comprises the following drawings and information:

Drawings:

Revised Entrance Proposal M3288-101-F

Site Location Plan M3288-102-A

Gatehouse Plans M3288-201-B

Gatehouse Elevations M3288-301-B

General Arrangement 6673-JPG-ZZ-ZZ-DR-T-1602-S2-P03

Reports:

CDP Planning, Design & Access Statement

JPG Drainage Technical Note 6673-JPG-XX-XX-RP-D-0600-S2-P03

JPG Geo-environmental Desk Study Report 6673-JPG-XX-XX-RP-G-0601-S2-P03

JPG Transport Statement 6673-JPG-XX-XX-RP-T-0640-S2-P03

ERAP Ltd 2026-100 Moorgate Road, Kirkby PEA and BNG Report v1 May 2026

ERAP Ltd 2026-100 Moorgate Road, Kirkby BNG Metric v1 14.05.26

1.4 The remainder of this Supporting Statement is set out as follows:

- Section 2 provides a description of the site, its location and history
- Section 3 describes the development proposals
- Section 4 sets out the planning policy context for the proposals
- Section 5 considers the site-specific issues and provides an assessment of these against relevant planning policies

- Section 6 presents the overall conclusions

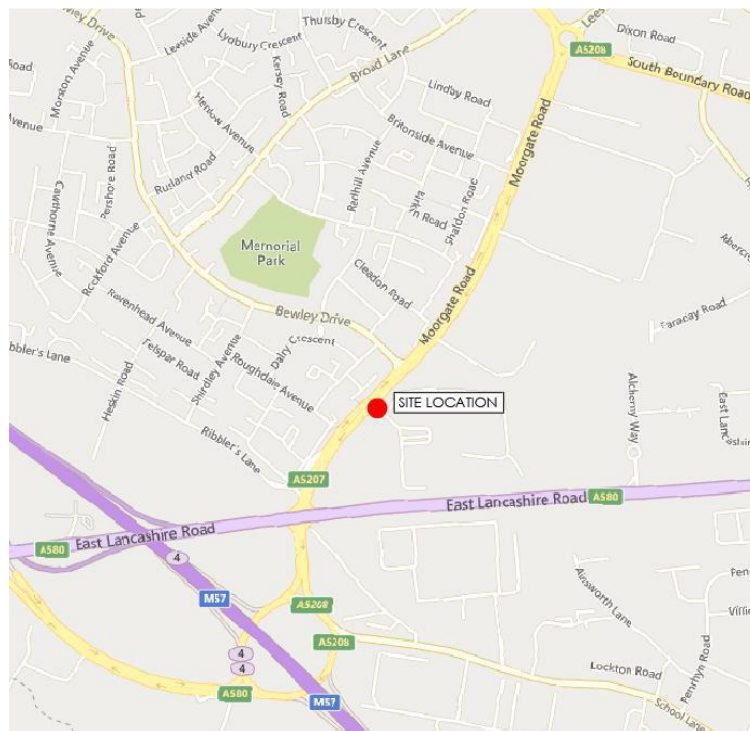
2.0 Site Description and History

- 2.1 This section of the Statement describes the site's location, its surroundings and sets out the history for the site.

Site Location and Description

- 2.2 The application site is located at Saputo which is a leading dairy company, manufacturing and selling market-leading branded dairy products and nutritional ingredients for the UK and global markets.
- 2.3 The site is located to the east of A5207 Moorgate Road North, Kirkby, Liverpool, approximately 2.0 kilometres to the southeast of the town of Kirkby. Figure 2.1 below illustrates the site location.

Figure 2.1 – Site Location



- 2.4 The application site is located within a primarily commercial and industrial area on the south side of Moorgate Road with residential properties on the north side of Moorgate Road which are separated by the dual carriageway.
- 2.5 The total application site measures 0.597 hectares (5969 sq m) which comprises the existing entrance of hardstandings and a small area of lawned, undeveloped land.

Site History

- 2.6 There is no relevant planning history for the site.

3.0 The Proposed Development

- 3.1 The development proposals seek to reconfigure the existing Saputo factory entrance to provide a link road into the land directly to the south and southeast of the existing Saputo factory. The land is allocated for employment use within the Knowsley Local Plan.
- 3.2 The proposals will provide a new priority junction in place of the existing factory access on Moorgate Road North. The HGV factory access will be relocated to the southeast of its current location. A secondary access into the factory will also be provided for cars only.
- 3.3 The proposed access arrangement will be located to the east of Moorgate Road North, Kirkby and will replace the existing Saputo factory access. Moorgate Road is subject to a 40mph speed limit.
- 3.4 The existing access has an entry radius of 6.0 metres and an exit radius of 5.0 metres with the factory gatehouse separating the two lanes. The access leads directly into the factory's service yard. Both the entrance and exit are controlled by a barrier system, all drivers entering the site currently report to the gatehouse before being directed to the service yard to the northwest of the factory or car parking facilities to the west of the factory.
- 3.5 Footway is provided to both sides of the existing access with a width of circa 3.0 metres; no tactile paving is present. Pedestrian access to the Saputo factory is gained from the southern side of the existing access.
- 3.6 The proposals include a gatehouse, the full details of which are provided as part of the application.

4.0 Planning Policy and Guidance

- 4.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 identifies that planning applications should be determined in accordance with the statutory Development Plan unless material planning considerations indicate otherwise. Material considerations can include any Supplementary Planning Documents and site related technical issues.
- 4.2 In this case, the adopted Development Plan is provided by Saved Policies in the Knowsley Unitary Development Plan (UDP) and policies in the Knowsley Local Plan Core Strategy and the Joint Merseyside and Halton Waste Local Plan. Material considerations relevant to the determination of the Application include the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and the Supplementary Planning Documents referred to at the end of this section of the Planning Statement.

Development Plan Policies

Knowsley UDP Saved Policies

- 4.3 The UDP was adopted in June 2006 and whilst many policies have been replaced by the Core Strategy some were Saved and the following policies are considered relevant to the determination of the application:
- T8 Transport Assessments
 - EC3 Primarily Industrial Area
 - DQ4 Trees and Development

Knowsley Core Strategy

- 4.4 The Knowsley Local Plan Core Strategy was adopted by Knowsley Council in 2016 and sets out a vision for the district up to 2028. The Local Plan provides an overarching framework of policies to guide and deliver that vision.
- 4.5 Policy CS1 – Spatial Strategy for Knowsley sets out the overall spatial development strategy for Knowsley and identifies principal regeneration areas which will be subject

to change during the local plan period. Knowsley Industrial and Business Parks has been highlighted as one of six principal regeneration areas.

- 4.6 Policy CS2 – Development Principles states that new development in Knowsley will be expected to support the following development principles:
- Promote sustainable economic development.
 - Reduce carbon emissions.
 - Reduce the need to travel and increase accessibility.
 - Protect and enhance environmental assets; and
 - Prioritise locations consistent with the spatial strategy.
- 4.7 Development assessment tools such as Transport Assessments and Travel Plans will be used to implement the development principles.
- 4.8 Policy CS7 – Transport Networks states new developments will be required to be located and designed to prioritise accessibility and sustainable travel and in accordance with parking standards with focus on road safety.
- 4.9 Policy CS11 – Principal Regeneration Area – Knowsley Industrial and Business Parks Areas within the Principal Regeneration Areas will be supported. Knowsley Industrial and Business Parks forms part of the principal regeneration areas with a particular focus on developments which provide B2 and B8 land uses of a high quality.
- 4.10 The development proposals will contribute towards the achievement of the objectives and policies contained within the Local Plan by providing for future development in a location which has opportunities for access by a variety of modes of travel, including sustainable travel modes.

The Joint Merseyside and Halton Waste Local Plan

4.11 The Joint Merseyside and Halton Waste Local Plan was adopted in 2013 and the following policies are considered relevant at the time of the Outline Permission stage:

- WM8 - Waste Prevention and Resource Management
- WM9 – Sustainable Waste Management Design and Layout of New Development

Liverpool City Region Combined Authority Local Transport Plan (Draft)

4.12 The Liverpool City Region Combined Authority Local Transport Plan is currently being prepared and sets out the Combined Authority's transport vision up to 2040. The Local Transport Plan has gone through a consultation period and is currently under review.

National Planning Policy Framework

4.13 The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and has been updated several times since. The National Planning Policy Framework (NPPF) was first published in March 2012 and most recently revised in February 2025. It sets out the Government's planning policies for England and how these should be applied.

4.14 Paragraph 11 of the NPPF sets out the '*presumption in favour of sustainable development*', this states:

"Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

c) Approving development proposals that accord with an up-to-date development plan without delay; or

d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or,
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

4.15 Paragraph 116 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

4.16 Paragraph 117 of the NPPF goes on to state:

“Within this context, applications for development should:

- e) 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;
- f) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- g) 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;
- h) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- i) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

4.17 Paragraph 118 of the NPPF states that all developments that will generate significant amounts of movement should be supported by a Transport Statement or Transport

Assessment so that the likely impacts of the proposal can be assessed. The accompanying TS has been prepared to support the development proposals in line with this requirement. This TS demonstrates that the proposed development is in a location that provides good opportunities to travel by sustainable modes of transport and that the residual cumulative impact is not severe. This approach is in line with NPPF guidance.

4.18 Paragraph 131 states that “The creation of high quality, beautiful and sustainable 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”. Paragraph 135 sets out a number of considerations for plan-making and decision-taking to ensure that developments:

- a) “Will function well and add to the overall quality of the area not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and appropriate 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 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”

Planning Practice Guidance

- 4.19 The Planning Practice Guidance (PPG) was released in 2014 by the Department for Transport and most recently revised in February 2024. The PPG was prepared to bring together planning practice guidance for England in an accessible and usable way.
- 4.20 Paragraph 2 of the 'Travel Plans, Transport Assessments and Statements' section of PPG states that:
- “...Travel Plans; Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements”.
- 4.21 In terms of the key principles, paragraph 7 of the 'Travel Plans, Transport Assessments and Transport Statements' section of PPG states that:
- “...Travel Plans, Transport Assessments and Statements should be:
- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal;
- Be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)...”
- 4.22 It is considered that the production of the accompanying TS is aligned to the requirements of the PPG.

Other Material Considerations

Supplementary Planning Documents (SPDs)

- 4.23 The following Knowsley Council SPDs are considered relevant material considerations:

- Design Quality in New Development SPD
- Trees and Development SPD

5.0 Planning Considerations

- 5.1 Having reviewed the adopted planning policy framework there are a number of considerations that are material in determining whether the proposals are acceptable. This Section appraises the proposed development for which full planning permission is sought.

Principle of the Development

- 5.2 The proposals seek to reconfigure the existing Saputo factory entrance to provide a link road into the land directly to the south and southeast of the existing Saputo factory. The land is allocated for employment land use within the 2016 Knowsley Local Plan. Policy CS1 – Spatial Strategy for Knowsley sets out the overall spatial development strategy for Knowsley and identifies principal regeneration areas which will be subject to change during the local plan period. Knowsley Industrial and Business Parks has been highlighted as one of six principal regeneration areas.
- 5.3 Policy CS11 – Principal Regeneration Area – Knowsley Industrial and Business Parks Areas states that within the Principal Regeneration Areas will be supported. Knowsley Industrial and Business Parks forms part of the principal regeneration areas with a particular focus on developments which provide B2 and B8 land uses of a high quality.
- 5.4 The development proposals will contribute towards the achievement of the objectives and policies contained within the Local Plan by providing for future development in a location which has opportunities for access by a variety of modes of travel, including sustainable travel modes.

Highways Safety Considerations

- 5.5 This application is supported by a Transport Statement which fully assesses the proposals. The Transport Statement concludes that the proposed junction arrangement will not lead to an increase in trips on the network, and that the capacity assessments undertaken as part of the Transport Statement do not suggest that there would be a severe impact on the highway network, it is considered that the proposed junction arrangement is in full accordance with national and local planning policy and guidance. It is, therefore, concluded that there are no justifiable highways or transport related reasons why the proposed junction arrangement should not be granted planning approval.

Landscaping and Ecology related considerations

- 5.6 This application is supported by a preliminary ecological assessment which confirms that the green areas of the application site which comprises turf and a few trees is of limited ecological value, with the exception of the few existing trees. The existing baseline measures 1.58 biodiversity units and without any mitigation the post-development scenario measures -0.80 biodiversity units (-50.82%). The proposals therefore include the enhancement of the grassland to the south-west of the access from modified grassland in moderate condition to other neutral grassland (wildflowers) in moderate condition with appropriate management and the planting of 45 trees which provides a score of +0.16 (+10.21%) and the trading rules are satisfied.

Design Considerations

- 5.7 In accordance with the requirements to provide a Design and Access Statement the proposed development is assessed below.
- 5.8 With regards to amount and use the proposed development comprises improvements to the existing access and a gatehouse. The existing uses at the wider Saputo site are not altered by the proposals and the gatehouse comprises a single storey building for security in connection with the existing use. With regards to layout, appearance, scale, access and landscaping of the proposed development details of these are shown in the accompanying drawings.

Ground Considerations

- 5.9 This application is accompanied by a Geoenvironmental Desk Study which considers the foundations, earthworks, groundwater and potential for any contamination of the site. It is considered that the recommendations of this assessment can be covered by a suitably worded condition if required.

Drainage Considerations

- 5.10 This application is accompanied by a Drainage Technical Note which notes that the site is located within Flood Zone 1. It also confirms that the site benefits from an existing 375mm Foul and 750mm surface water diameter VC public adopted sewer system located in Moorgate Road. It is anticipated that these existing connections are utilised for the proposed development.

6.0 Summary and Conclusions

- 6.1 This Planning, Design and Access Statement has been prepared to support an application for a revised entrance and exit with gatehouse at Saputo on Moorgate Road North which is an existing commercial business.
- 6.2 The proposals are in full accordance with national and local planning policy and there are no technical reasons which would prevent the development from being delivered.
- 6.3 For the reasons set out in this Statement we respectfully request that this application is granted without delay.