

<u>APPLICATION NO:</u>	24/00594/FUL	<u>CASE OFFICER:</u>	Lee Osborne
<u>WARD:</u>	St Gabriels	<u>PARISH:</u>	Tarbock Parish Council
<u>LOCATION:</u>	Land at Coppice Lane, Huyton		
<u>PROPOSAL:</u>	ERECTION OF CAR DEALERSHIP COMPRISING CAR SHOWROOM, OFFICES, CAR SERVICING AND MOT WORKSHOP AND TESTING FACILITY TOGETHER WITH EXTERNAL PARKING AND CAR STORAGE AREA AND CONVERSION OF EXISTING HGV SERVICING WORKSHOP TO FORM CAR REPAIR CENTRE AND BODYSHOP AND INCLUDING DEMOLITION OF EXISTING DAF TRUCKS BUILDING		

Site Description

The application site is approximately 2.43ha in area and partially vacant, with a single storey low rise building and associated hard standing as well as rough grassland which makes up a large proportion of the site. The site is accessed from Coppice Lane off Cronton Road. To the south of the site is the M62 and slip road off. The site has a gentle slope north to south, and west to east. There is an active telecommunications mast near the southern boundary which does not form part of the site.

The site forms part of a larger area which benefitted from a hybrid planning permission (17/00301/HYB) which was granted in January 2019. The description of that approved application is: Hybrid application comprising a full planning application for: 1800 sq.m gross external area food store (use class a1), 1161 sq.m gross external area B1/B2 use (business use / general industrial use) with associated car parking, landscaping, highway works, pumping station, substation and associated works including bund and noise attenuation boundary treatment to top of bund; and outline planning application for up to 7,500 sq.m use class B1 and B2 floor space, petrol filling station (sui generis use) with up to 400 sq.m floor space associated use class a1 unit, up to 1000 sq.m use class A3 and A4 floor space (pub/restaurant), with associated car parking, servicing areas, highway works, and other associated works, with all matters reserved for future approval.

The surrounding area is mixed use in character with a mix of business, residential, leisure and warehouses. Within the larger site area with hybrid approval is an Aldi supermarket, a petrol filling station with attached shop, a KFC fast food restaurant including drive-thru, a Starbucks coffee shop and drive-thru plus sub-station, access road, parking areas and other associated works. Huyton Business Park is located to the north on the opposite side of Cronton Road. The Business Park comprises large Use Class B2 units, B8 warehouses and some commercial uses fronting Cronton Road including Chapel Brook public house and a Premier Inn hotel. These sites are located on the opposite side of Cronton Road to the application site.

Open space associated with Coppice Farm also directly adjoins the site to the west. Beyond Coppice Farm to the west a Tesco Express and Esso Petrol Filling Station

fronting Cronton Road with housing to the south and west of the Tesco Express and Esso petrol filling station (e.g. Sevenoak Grove).

Proposal

The application states that Hatfields wish to develop this site in Knowsley as a commitment to the north-west and the Liverpool City Region specifically, by consolidating their existing car showrooms to deliver larger, higher quality premises. This is an occupier-led proposal, with Jaguar Land Rover (JLR) and Hatfields committed to taking this site forward, evidenced by the submission of the current planning application due to the previous planning approval implementation period expiring due to Covid and the associated economic aftermath together with a change in JLR corporate identity. The proposals form part of their long-term strategy to relocate existing car showrooms in Liverpool and consolidate the franchise.

The revised proposal involves the demolition of the existing Dafs Trucks workshop building. The proposed development includes:

The proposed planning application for the JLR dealership would: -

- Create a main showroom and servicing / workshop building relatively central to the site comprising on the ground floor a vehicle display area, client hospitality area, offices, W.C's, presentation area, parts department, tool store, service admin area, workshop, MOT area, and dry valet area. The gross floor area would be approximately 3749sq.m.
- The first floor of the new building would be over part of the ground floor and comprise offices, staff canteen, parts department, plant room, oil tank storage area, locker room area, exterior staff terrace and plant deck. The gross floor area would be approximately 700sq.m and over the remainder of the ground floor areas would be roof voids.
- A wet valet building with an attached plant room located on the southern boundary of the site with the M62 slip road.
- Parking areas for customers, display vehicles, overflow area for display vehicles, vehicle demonstrators parking, service / MOT parking, and back of house parking totaling 506 spaces would be provided. The customer / client parking would be to the west of the front of the main building, plus 2 spaces by the parts department. Ten EV charging points would be installed. Three motorcycle parking and 10 cycle parking spaces are indicated.
- The provision of two access points from Coppice Lane utilizing existing access points would be provided. One access would be for customers, to the showroom / vehicle display area and for parts and servicing / MOTs. for the main showroom and the other access would be for staff, refuse vehicles and delivery vehicles.
- Landscaping to the site boundary, particularly along the frontage with Coppice Lane and along the southern boundary of the site (M62 slip road) and a larger area in the south-west corner of the site.

The existing dealership site in Liverpool (Riverside Drive, L3) had 90 F/T staff and 2

P/T staff (as of October 2024), and it is envisioned that these would transition across to the Coppice Lane site. Hatfields believe that once the new site has properly set-up and developed that this will grow to 104 F/T staff, which would see a growth of 14 new jobs.

Consultations

Highway Authority - No objections. Request conditions for: delivery and Servicing Management Plan; Parking and Servicing areas to be laid out in accordance with site plan; Cycle and motorcycle parking to be provided in accordance with previously approved scheme; Travel Plan to be provided and agreed, plus implementation; Construction Management Plan:

Environmental Health - No objections. Request conditions relating to contaminated land investigation; external lighting; fixed plant noise; noise protection measures implemented; demolition and construction management plan.

Environmental Sustainability Service - BNG Officer- No objections in principle. Request BNG conditions.

Arboricultural Officer - No objections provided the trees detailed in the soft landscaping plan are delivered on site and to the specifications detailed.

Public Health - Health Improvement and Health Protection Officer - No objections.

Merseyside Environmental Advisory Service - No objections. Note that Safety Method Statement, Invasive Species Plan should be amended to include RAMS measures for amphibians, badgers and hedgehogs; request breeding birds condition.

Merseyside Police HQ - No objections, give crime prevention informative.

Merseyside Fire and Rescue Service - No objections, provide an informative.

United Utilities Water Ltd - No objections noted, conditions requested, informative given.

The Coal Authority - No objections. Request condition for coal mining workings investigation, and information given.

Merseyside Environmental Advisory Service - No objections. Note that Safety Method Statement, Invasive Species Plan should be amended to include RAMS measures for amphibians, badgers and hedgehogs; request breeding birds condition.

Tarbock Parish Council - No Comments received.

Representations

This application has been publicised by letters sent to 111 neighbours. It has also been advertised by Site Notice and a Press Notice. Objections were received from 2 persons. The objections are on the following summarised grounds:

1. Traffic is already heavy enough.
2. Further light pollution.
3. Use of businesses using tannoys.
4. Too close to residential homes.

5. It is encouraging further air pollution, and this area has already undergone extreme amounts of construction work since 2019, causing major disruption and upheaval to local residents.
6. There are already numerous car mot testing facilities and garages within the local area and this is an unnecessary addition to Coppice Lane.
7. The land ought to be used for something useful to the community i.e. NHS services or useable green spaces.
8. There is major housebuilding off Tarbock Island interchange of up to 1600 houses which will impact heavily on the area and the proposal will worsen the situation. Where will the doctors and dentists go.?
9. The rates of residents should be brought down to accord with the increased traffic accordingly. A few hundred yards away there are larger houses which are 2 council tax bands lower, the high banding of the author's property and others within the housing estate should be reviewed.

One person made comments as follows:

- The author hopes that pedestrian access will be better arranged than at Aldi where the landscaping prevents pedestrians from crossing at the entrance and then walking alongside the building. Due to planting pedestrians have to walk into the car park to regain the footpath.
- The author hopes that the dropped kerbs will be truly level so those using mobility scooters and prams/pushchairs are not bouncing down even a small drop as it can be painful and uncomfortable.

Further notification letters were sent out advising of a revision to the submitted scheme. As a result, a further letter of objection was received making the following point:

The junction of Coppice Lane and Cronton Road is already congested with traffic to and from Tarbock Island Interchange. Wilson Road also adds to the traffic in this area. Coppice lane is small and can only just manage with the traffic currently on it. The proposal will worsen the traffic congestion in the area.

Relevant and Associated Planning History

19/00481/FUL - ERECTION OF 4,607 SQ.M CAR DEALERSHIP COMPRISING SHOWROOM, OFFICES, SERVICING AND MOT WORKSHOP, TOGETHER WITH EXTERNAL PARKING AND CAR STORAGE AREAS; AND CONVERSION OF OF EXISTING HGV SERVICING WORKSHOP TO FORM CAR REPAIR CENTRE AND BODYSHOP. Granted: 13.03.2020.

19/00511/REM - RESERVED MATTERS APPLICATION PURSUANT TO PLANNING PERMISSION 17/00301/HYB FOR ERECTION OF PETROL FILLING STATION AND ASSOCIATED KIOSK CONTAINING 2 NO. FOOD RETAIL UNITS, AND 1 NO. COFFEE SHOP WITH 1 DRIVE THRU LANE (USE CLASS A3) TOGETHER WITH CAR PARKING, LANDSCAPING AND ASSOCIATED WORKS. ALL MATTERS TO BE CONSIDERED. Granted: 02.10.2020.

19/00267/FUL - VARIATION OF CONDITION NO. 2, 5, 27 AND 28 ATTACHED TO PLANNING PERMISSION 17/00301/HYB (HYBRID APPLICATION COMPRISING; FULL PLANNING APPLICATION: 1800 SQ.M GROSS EXTERNAL AREA FOOD STORE (USE CLASS A1), 1161 SQ.M GROSS EXTERNAL AREA B1/B2 USE (BUSINESS USE / GENERAL INDUSTRIAL USE) WITH ASSOCIATED CAR PARKING, LANDSCAPING, HIGHWAY WORKS, PUMPING STATION,

SUBSTATION AND ASSOCIATED WORKS INCLUDING BUND AND NOISE ATTENUATION BOUNDARY TREATMENT TO TOP OF BUND ALONG WESTERN BOUNDARY OF THE SITE AND.

OUTLINE PLANNING APPLICATION: UP TO 7,500 SQ.M USE CLASS B1 AND B2 FLOOR SPACE, PETROL FILLING STATION (SUI GENERIS USE) WITH UP TO 400 SQ.M FLOOR SPACE ASSOCIATED USE CLASS A1 UNIT, UP TO 1000 SQ.M USE CLASS A3 AND A4 FLOOR SPACE (PUB / RESTAURANT), WITH ASSOCIATED CAR PARKING, SERVICING AREAS, HIGHWAY WORKS, AND OTHER ASSOCIATED WORKS, WITH ALL MATTERS RESERVED FOR FUTURE APPROVAL)

TO ALLOW FOR AMENDMENTS TO THE APPROVED PLANS; CHANGE TO WORDING OF CONDITION 5 IN RELATION TO PHASING OF DEVELOPMENT; CHANGE OF WORDING TO CONDITION 27 FOR SCHEME OF PARKING FOR UNITS 1-5 AND CHANGE OF WORDING TO CONDITION 28 FOR THE SCHEME OF CYCLE AND MOTORCYCLE PARKING FOR UNITS 1-5. Granted: 06.12.2019.

17/00301/HYB - HYBRID APPLICATION COMPRISING A FULL PLANNING APPLICATION FOR 1800 SQ.M GROSS EXTERNAL AREA FOOD STORE (USE CLASS A1), 1161 SQ.M GROSS EXTERNAL AREA B1/B2 USE (BUSINESS USE / GENERAL INDUSTRIAL USE) WITH ASSOCIATED CAR PARKING, LANDSCAPING, HIGHWAY WORKS, PUMPING STATION, SUBSTATION AND ASSOCIATED WORKS INCLUDING BUND AND NOISE ATTENUATION BOUNDARY TREATMENT TO TOP OF BUND ALONG WESTERN BOUNDARY OF THE SITE;

AND OUTLINE PLANNING APPLICATION FOR UP TO 7,500 SQ.M USE CLASS B1 AND B2 FLOOR SPACE, PETROL FILLING STATION (SUI GENERIS USE) WITH UP TO 400 SQ.M FLOOR SPACE ASSOCIATED USE CLASS A1 UNIT, UP TO 1000 SQ.M USE CLASS A3 AND A4 FLOOR SPACE (PUB / RESTAURANT), WITH ASSOCIATED CAR PARKING, SERVICING AREAS, HIGHWAY WORKS, AND OTHER ASSOCIATED WORKS, WITH ALL MATTERS RESERVED FOR FUTURE APPROVAL. Granted: 30.01.2019.

09/00360/OUT - OUTLINE APPLICATION FOR MIXED USE DEVELOPMENT COMPRISING EMPLOYMENT USES (CLASSES B1 & B2), HOTEL (CLASS C1), RETAIL/FOOD & DRINK USES (CLASSES A1, A3, A4 & A5), AND SALTING DEPOT, TOGETHER WITH CONSTRUCTION OF VEHICULAR ACCESS AND CAR PARKING, LANDSCAPING, INTERNAL ROADS AND SUPPORTING INFRASTRUCTURE (PARTIAL ACCESS TO BE CONSIDERED AT THIS STAGE). Granted: 22.06.2011.

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the

starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

Knowsley Local Plan: Core Strategy Policies (2016)

CS1 - Spatial Strategy for Knowsley

CS2 - Development Principles

CS7 - Transport Networks

CS8 - Green Infrastructure

CS19 - Design Quality and Accessibility in New Development

CS21- Greenspace and Trees

CS24 - Managing Flood Risk

CS26 - Waste Management

Knowsley Replacement Unitary Development Plan: Saved Policies (2009)

EC1 Strategy for Provision of Employment Land

EC2 Sites Allocated for Employment Development

ENV2 - Noise and Vibration

ENV3 – Light Pollution

ENV5 – Contaminated Land

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Assessment

Principle of Development

The site is allocated as Land for Employment Development on the Local Plan Policies Map. Saved Policy EC2 'Sites Allocated for Employment Development' of the UDP states that the site is allocated for employment development of business (Class B1), industrial (Class B2), or storage and distribution (Class B8) uses.

Policy CS4 'Economy & Employment' in the Core Strategy states that planning will be used to provide sufficient employment land needs to 2028 and that land for employment development will be made available to ensure that at all times there is a sufficient range of available and deliverable sites and premises to meet the needs for employment development over the following five year period.

Policy CS4 also states that land which is currently in use or allocated for employment development will be safeguarded from changes to other types of development,

except where: there is no current or likely future demand for employment use on the land; or where other uses would bring wider regeneration, environmental and amenity benefits.

Employment Use allocations should not necessarily be protected in the long term. NPPF para.127 notes "Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan it should, prior to any updates in the plan, in the interim support alternative uses on the land where the proposed use would contribute an unmet need for development in the area.

With regards the previous application in terms of impact on the available supply of employment land across the borough, current evidence at that time was that there was a sufficient amount to meet the needs identified in the Local Plan and this remains the case.

The proposed development does not fall within the definition of Employment Land. per se, however 90 f/t jobs and 2 p/t jobs at the current site would be safeguarded and an estimated 14 new jobs would be created once the site was operating. Jobs could include engineers, technicians, sales, administration, parts/logistics, apprenticeships etc. whilst some non-skilled jobs would also be created such as valets.

The current proposed use can be deemed to be appropriate for the site in terms of land use by virtue of that same use approved by the Planning Committee but not implemented due to the extenuating circumstances of a global pandemic plus a corporate identity reappraisal. The Planning Committee considered the previous application use against the allocated use and deemed the use as then proposed (which is the same as the current proposed use) acceptable when the planning balance was considered.

Whilst the proposal does not fall within the definition of Employment Land there will be jobs created / transferred by the development, and possibly at a greater number than would exist under B2 operations using automated systems.

The large part of the site (west part) has not been developed whilst the Daf Trucks service centre site has been vacant from between 2013 and 2015 (Google Earth). It is fair to say therefore the site is unlikely to be developed for the allocated uses.

The current proposal would build out the whole of this part of the site with investment in addition to the jobs creation / safeguarding and a leading North-West car dealership and servicing centre being sited within the Borough, which would also provide linkage with the JLR production facility in Halewood. The development of the site would also result in significant environmental and amenity benefits due to the redevelopment of a prominent vacant site with a high quality new development. There are also benefits to the local economy by virtue of the staff at the site using local shops.

Environmentally the proposal would be beneficial in that a dealership and service centre for a car manufacturer at the forefront of electric vehicle manufacture would be located within the Borough. Additionally, the proposal would have to comply with Government biodiversity net gain requirements. The proposed use of the site would have less impact on the amenity of the area than the allocated use in that the operational hours would have significantly less impact on the neighbouring farmhouse and the nearest residential area in terms of general and residential

amenity considerations than the allocated use which would typically be 24hour operations.

Given the significant economic and wider environmental and amenity benefits, the previous approval on the site and the lack of demand for the site to be used as B2/B8 uses the proposed development is considered to be acceptable.

Design

Policy CS2 states that new developments should recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place by, inter alia, promoting good quality design and ensuring that development respects its setting taking into account relevant design requirements, and best practice. Also, by way of maximising opportunities for the regeneration of previously developed land, including derelict or unsightly areas to improve the image of Knowsley and use land resources efficiently. It also states that development should maintain or enhance the quantity and quality of biodiversity and habitats.

Policy CS19 states that new development within Knowsley will be expected to consider provision of landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities.

Policy EC2 states that developments within stated sites, with the application site being within one of those stated sites, must provide good quality buildings and landscaping. The policy states that particularly high standards will apply to those sites which are within Knowsley Business Park or in "gateway" locations (the application site is within an area stated as a gateway location).

The application states that the design of the proposal has been informed by the requirements of Jaguar Land Rover UK who govern all aspects of the form of dealership buildings used for approved sales and servicing, from external appearance and finishes, the number of and manner in which cars are displayed within the showroom, customer experience and external landscaping.

In early 2024 JLR introduced a new variant of their corporate identity which develops on from the ARCH scheme previously proposed / agreed for the site. As part of the new identity the 800mm panels and silver chamfer profiles in the previous scheme are retained. The new deployment of these materials reduces the height of the proposed building from previously approved at the perimeter of the showroom as the first floor is now a mezzanine that steps back from the main facade. The elevations would consist of:

- Front (north) Elevation: Sunshine Grey metallic cladding panels with Champagne Silver metallic chamfer reveals and frameless planar glazing to main showroom, with Land Rover corporate signage. The glazing would take up a large area of the elevation.
- Rear (south elevation): Silver (RAL 9006) metal profile horizontal cladding with aluminium framed Silver (RAL 9006) windows and partially glazed Silver (RAL 9006) overhead sectional door together with steel Silver (RAL 9006) personnel door. Two extraction ducts would be located at the western side of this elevation.
- Side (east) elevation back of house would be clad in Silver (RAL 9006) metal profile cladding, with vehicle access doors and personnel door being of the same colour. High level windows would be installed to give natural light with

frames coloured the same. There would be a glazed entrance door. Front of house side would be Sunshine Grey metallic cladding panels with curtain walling the same and doors would be coloured to match.

- Side (west) elevation would be similarly split in terms of colours and materials. This elevation at the front (north end) would also have 3 floor to ceiling narrow glazing panels, as the front elevation turns the corner to this elevation.

Externally porcelain tiles would be used around the perimeter of the showroom to offer a continuation of the internal finishes. The main arrival drive and access to the drive-in service reception would be block pavers whilst all back of house parking would be tarmac with white lining. Mid grey block pavers would be installed to customer parking and to display areas.

The building and external areas would provide level access, with accessible parking spaces provided and the showroom containing level access thresholds, powered access doors, and a lift to the mezzanine floor. The site itself has only gentle sloping so used car display areas would be accessible.

The wet valet building would be relatively modest in scale and suitable for two vehicles. It would be Silver (RAL 9006) polycarbonate sheeting fitted into a steel frame with the plant room being of Silver (RAL 9006) insulated horizontal cladding. The front of the wet valet area would be open with the plant room having double doors, and the structure would have a mono-pitch roof sloping front to back. The proposed valet building is expected within such a site and would be acceptable in appearance, whilst at the rear of the site would not be detrimental to visual amenities as viewed whilst travelling along the M62, with good quality materials proposed for the main building whilst the wet valet area would be modest in scale and have minimal visual impact when travelling along the motorway.

The proposed main building, plus hard and soft landscaping is good quality in regard to design and materials and would be complemented by the existing nearby Aldi food store off Coppice Lane which is of good design and appearance. Furthermore, the development would maximise the regeneration of the area by the development of vacant and neglected land, part of which was previously developed but has been vacant for a decade or more. The development would improve the image and look of this site which is adjacent a recently developed food store site, and petrol filling station site itself which has opportunities of design and ensuring that development respects its setting taking into account relevant design requirements, and best practice. Also, by way of maximising the opportunity for the regeneration of previously developed land, including derelict or unsightly areas, with the Daf Trucks part of the site previously developed but now vacant for some time and the remaining site area neglected and overgrown, the development would improve the image of Knowsley and use a neglected and vastly under-utilised site and land resource efficiently.

The site is within a gateway site into Knowsley as identified in Policy EC2. The policy states that developments within such stated sites must provide good quality buildings and landscaping which are particularly high quality.

Policy DQ3 requires new development proposals which are within or adjacent to, or visible from, stated road and rail routes within Knowsley including the A5080 Tarbock Road / Cronton Road and M62, should seek to enhance the visual appearance of the route. The proposed development from Cronton Road would have a high quality appearance suitable for such a Knowsley gateway location, and from the M62 the

proposal would be acceptable in appearance and of suitable quality materials. In addition along the western part of the site along the south east boundary the landscaping will enhance the site. As such the proposal is considered to meet the requirements of Policy DQ3.

The proposal would deliver high quality development on this vacant and largely neglected site and which would generally improve the appearance of the site. The application complies with Policies CS2 and CS19 of the Core Strategy and saved Policies EC2 and DQ3 of the Replacement UDP.

Highways Considerations

Policy CS2 requires new developments to assist the Council in achieving a shift towards more sustainable modes of transport for people, goods and freight. It also requires the encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking and cycling between homes and Employment.

Policy CS7 states that new development will be required to be located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations. The policy also requires that new developments comply with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development. Furthermore the policy requires new developments to be inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate.

Traffic Impact

The two-way traffic flows generated by the proposed scheme would be lower than the designated Employment Land use in both the morning and afternoon peak periods. Although the proposed car showroom would generate additional weekend trips, the highway impact of this should be less than the morning and afternoon peak periods and would occur when there would be less traffic on the highway network.

Although the applicant has not provided an updated Transport Assessment / Transport Statement, the scale of the scheme is considered to be in line with that used in the junction capacity assessment for the site wide Coppice Lane scheme consented under 17/00301/HYB and the plot specific consent under reference 19/00481/FUL. A comparison provided between this proposal and the previously consented scheme in Transport Note O2 shows that the difference in development traffic between the two is negligible, and therefore a standalone TA / TS was not deemed necessary by the Highways Engineer.

Parking

The proposed number of staff car parking spaces would be comparable to the number of car parking spaces for the designated B2 use of the site (although a shortfall on any which should not significantly increase the number of vehicle trips to/from the site in the morning and afternoon peak periods for this development. The traffic impact of the proposals on the public highway are therefore deemed acceptable.

There would be 88 visitor/customer/staff parking spaces. There would in addition be 296 back of house parking which includes servicing and courtesy spaces. There would be 98 approved pre-owned spaces. Whilst the proposed parking space total of

506 spaces is significantly high it is deemed acceptable due to the proposed specific nature and use of the site, and taking into account a significant proportion of the spaces would be for storage / sales. The number of overall parking spaces is slightly lower than the previously approved scheme for a JLR dealership which had 521 spaces. Within the customer and staff parking areas would be ECVPs to allow and encourage EV use, particularly with JLR a leading proponent of EV vehicles. These can be expanded in number as EV numbers increase.

The Council's Highways Engineer has no objections to the scheme, although requests conditions. The proposal complies with Policies CS2 and CS7 of the Core Strategy and with the Ensuring a Choice of Travel SPD.

Environmental Health Considerations

Policy CS2 states that new developments should minimise negative impact upon, inter alia, water quality, land quality, soil quality air quality, and noise or vibration levels and ensuring any negative impacts are appropriately mitigated. It further states that development that will have an unacceptable impact upon any of the above will only be permitted where the benefits of the proposal clearly outweigh the harm.

Policy ENV2 states that development that will either cause an unacceptable increase in noise or vibration levels or itself be subject to unacceptable noise or vibration from an existing source will not be permitted. Where developments are permitted the policy states that conditions may be attached to the planning permission to ensure effective noise insulation or other required mitigation measures are carried out.

Policy ENV3 states that development requiring external lighting must 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.

Policy ENV5 states that where there is evidence that a site may be unacceptably affected by contamination, proposals shall be accompanied by a site investigation report and schedule of remedial measures. Where remedial measures are necessary a verification report must be submitted before the development is brought into use to demonstrate that remedial work has been satisfactorily completed. If ongoing monitoring and risk assessment is required reports must be submitted on an agreed basis, and developer undertake further investigations or remedial measures that the risk assessment identifies.

Noise

The current proposed scheme would generate lower noise levels than the previously approved Employment (B1 as was and B2) use. The noise assessment submitted has undertaken a baseline noise level survey and looked at the HGV movements from the development, proposed uses of the site including deliveries, jet washing and fixed plant machinery. The report is acceptable for these assessments. Staff parking is on the east side of the site largely shielded from the nearest dwelling, the farmhouse adjacent the western part of the site. Additional details have been given pertinent site operating times, deliveries and so forth. Environmental Health have considered these factors together with the noise assessment report and have no

objections in principle. However they note that the submitted documents and correspondence relating to such issues should be approved documents, the mitigation measures identified by the applicant's noise consultant and in agent correspondence are implemented and a fixed plant noise condition is attached to any planning permission granted.

Air Quality

The proposed car dealership / service and MOT centre would have less impact on air quality than the previous permission allowing 7,500 sq.m of B1 / B2 use floor space, and similar to the previously approved car dealership and servicing / MOT centre scheme. Ten electric vehicle charging points are proposed within the development, which would be increased as necessary as electric vehicles become more prevalent in line with Government and regional targets.

Lighting

The submitted lighting scheme indicates minor light spillage outside the site which would not be detrimental to amenity or highway safety.

Contaminated Land

There are no known contaminated land issues. However the applicant's consultants in their report identified that further site investigations should be undertaken. As such Environmental Health have requested that a contaminated land investigation condition be attached to any planning application granted. They also suggest that such investigation should detail the proposed number of combined ground gas and groundwater monitoring wells and soil and groundwater sampling strategy.

Suitably conditioned the application complies with Policies CS2 and CS19 of the Core Strategy and Saved Policies ENV2 and ENV3 of the UDP.

Drainage

Policy CS2 states that new development should protect and enhance environmental assets and promote quality of place by minimising negative impact on flood risk and water quality.

Policy CS24 states that new developments that cause unacceptable risk of flooding on the site or elsewhere will not be permitted, new developments should preferably be located in areas of low probability of flooding and should include flood mitigation measures where necessary.

With regard to the hybrid application a Flood Risk Assessment was submitted which highlighted that the proposed development was situated in an area of low risk from flooding and that a scheme could be appropriately designed to ensure that the scheme was adequately drained including during storms and taking into account climate change.

The Lead Local Flood Authority (LLFA) agreed in principle with the surface water drainage proposal for that previous hybrid application but requested further details in order to be fully satisfied and a condition was attached to the permission requiring approval of additional details about how the site would be drained. The LLFA noted that they had no records of flooding in the locality. Drainage schemes were subsequently agreed for the built out phases. A Flood Risk assessment and

Drainage Strategy have been submitted by the applicant but have not yet been approved. As such a drainage scheme condition, and drainage scheme management and maintenance condition should be attached to any planning permission granted.

Suitably conditioned the application complies with Policies CS2 and CS24 of the Core Strategy.

Landscaping and Biodiversity Net Gain (BNG)

Policy CS2 states that new developments should maintain or enhance the quantity and quality of biodiversity and habitats.

Policy CS8 states that existing green infrastructure should be enhanced or managed to sustain and promote biodiversity.

Policy CS21 states that new development will be encouraged to incorporate retention of existing trees, vegetation which offer a positive contribution to visual amenity and biodiversity. Where tree loss is unavoidable the policy requires adequate replacement planting, provisionally at a 2:1 ratio.

BNG is a planning policy requiring developers to ensure that new developments result in a measurable improvement in biodiversity compared to the pre-development state. It became mandatory in England for major developments from 12 February 2024 under the Environment Act 2024. Policy CS8 is the Knowsley planning policy that links in with the mandatory BNG requirements. Policy CS8 states that Knowsley's existing Green Infrastructure and its beneficial functions will be protected, managed and/or enhanced, primarily to, inter alia, sustain and promote biodiversity (including designated sites, priority habitats and protected and endangered species) in accordance with importance and contribution to ecological networks. The policy notes that to achieve the policy aims, planning powers and other interventions will be used to, inter alia, protect, enhance and / or introduce biodiversity into existing areas of Green Infrastructure, through integration into the design of new development and public realm projects.

The applicant has submitted a landscaping scheme which is deemed acceptable and appropriate. The Council Arboriculturist has indicated that the proposed tree loss is acceptable provided that trees indicated to be planted on the landscape scheme are installed, so it is considered Policy CS21 and saved Policy DQ4 are met.

The applicant has submitted a biodiversity net gain assessment, metric calculation and landscape plan which is acceptable and with the purchase of offsite units will achieve the required 10% net gain target. The onsite BNG within the landscape plan is not considered to be significant enhancement and the plan. Biodiversity net gain is a pre-commencement planning condition require by Government and therefore a Biodiversity gain plan must be submitted and agreed prior to development starting.

The effect of para13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

This application will require the submission and approval of a biodiversity gain plan

before development begins should planning permission be granted as none of the statutory exemptions are considered to apply in this instance. The development will provide BNG in accordance with national requirements, both off-site and on-site and as such would comply with Policies CS2 and CS8.

The application complies with Policies CS2, CS8 and CS21 of the Core Strategy and Saved Policy DQ4 of the UDP. The policy suitably conditioned can meet BNG requirements.

Coal Mining

Addressing any issues of unstable land, resulting from Knowsley's legacy of minerals extraction is a requirement of Policy CS2 when appropriate. The Coal Authority advises that there is the potential for the site to have historic unofficial shallow coal working seams and therefore this element of Policy CS2 is appropriate for the development of this site.

The application site falls partly within the Coal Authority defined Development High Risk Area; therefore within the site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of the planning application. The Coal Authority's information indicates that the site lies in an area where historic unrecorded coal mining activity is likely to have taken place at shallow depth.

The application was accompanied by a Phase 1 - Desk Study of Geoenvironmental Site (Fairhurst) which included consideration of coal workings. Based on a review of appropriate sources of coal mining and geological information the submitted report identifies the site is underlain by a number of coal seams though there are no recorded mine gas emissions that require action, the presence of mine workings and mine gas hazards cannot be discounted. The report notes that the scope of any investigation should allow for the following:

- Prove geological succession – including presence, thickness and nature of the Made Ground, Glacial Till, depth to rockhead and Coal Seams and;
- Determine indicative parameters for ground model - bearing capacity, ground stability, settlement etc; and
- Laboratory testing (geotechnical and chemical) to characterise the ground conditions.

The Coal Authority advise that despite being five years old, the submitted report draws upon appropriate sources of coal mining and geological information and identifies the potential for coal to have been worked at shallow depth beneath the site. Accordingly, the report goes on to recommend the undertaking of an intrusive site investigation, including the drilling of boreholes, in order to confirm the geotechnical and environmental site conditions and to identify any necessary mitigation measures. The Coal Authority agrees with the recommendation for the undertaking of intrusive site investigations. It notes that these should be designed and carried out by competent persons in order to properly assess ground conditions and to establish the exact situation regarding mining legacy and the risks it may pose to the development.

The Coal Authority advises that the report does not outline what measures may be required in the event that mine workings are encountered within influencing distance of the surface. The results of the investigations should therefore be interpreted by competent persons and used to inform any remedial works and/or mitigation

measures that may be necessary to ensure the safety and stability of the proposed development as a whole, including the buildings and external parts of the site such as vehicle parking and manoeuvring areas. Such works / measures the Coal Authority notes may include grouting stabilisation works and foundation solutions. The Coal Authority also advises that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist, and that these risks should always be considered. The Coal Authority advises that it has no objection to the scheme but requests a condition be attached to any planning permission granted requiring intrusive investigations be carried out and any mitigation measures required as a result of findings be implemented in full to ensure ground stability.

In addition the condition advised should require that prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing which shall also confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and / or mitigation necessary to address the risks posed by past coal mining activity.

Provided the investigative works are undertaken, any ground stabilisation works undertaken if required, and statement or declaration signed and submitted the proposal would comply with Policy CS2.

Social Value

Policy CS4 states that planning and other interventions will be used to improve accessibility to an appropriate range of jobs, address skills and educational barriers to employment and encourage recruitment targeted towards communities living near the development site

Policy CS27 requires developers to pay or contribute towards infrastructure costs required as a result of development. Since the adoption of the local plan the Adding Social Value to Developments: Employment and Skills Supplementary Planning Document (Social Value SPD) has been adopted which incorporates the requirement of a social value strategy for development of certain sizes to ensure that development would benefit local communities, and that developers pay towards that in the same way that they are required to pay towards the infrastructure required as a result of development. As such Policy 27 and the SPD are interlinked.

As the size of the building exceeds 1000sqm and the site area is above 1 hectare a social value strategy is required in accordance with Core Strategy Policy CS4 and the Adding Social Value to Developments: Employment and Skills Supplementary Planning Document. The submitted Social Value Strategy which contains measures to ensure that opportunities given to local people are maximised and the social value generated by the development is maximised is acceptable and has been secured by a section 106 agreement to come into effect should planning permission be granted.

A S106 has been completed and signed by appropriate bodies. The S106 requires the implementation of an agreed Social Values scheme with payment of £5731 for support and monitoring of the scheme by the approved partner, Fusion 21 in the provision of the social value strategy. There is a further payment of £1000 towards additional resource costs from monitoring the development and obligation arising. The social value scheme includes provision of apprenticeships, local employment and trainee placements.

The development therefore complies with Core Strategy Policies CS4 and CS27 and the Social Value SPD.

Conclusion

The proposal would lead to site being fully developed by the applicant and would give a high quality development improving the appearance of the site, particularly considered against the designated land use of the site and would not be detrimental to the visual amenity of the area, acting as a gateway building into Huyton. The proposal would create around 14 new jobs and safeguard up to 90 f/t and 2 p/t existing jobs whilst providing further strengthening of JLR ties with Knowsley with both a major production facility in Halewood and the proposed major dealership.

The proposal would comply with national and local planning policies in the whole, with regards Policy EC2) the wider regeneration to the area together with the amenity (visual and residential) benefits, environmental improvements and economic uplift of the site's development ensure that there is no overall policy conflict.

Recommendation

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

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

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

Reason: For the avoidance of doubt.

- 3) No above ground development shall commence (excluding the demolition of existing structures) until:

- a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past shallow coal mining activity; and
- b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Prior to first occupation of the development, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to and agreed in writing by the Local Planning Authority. This document shall confirm the methods and findings of the intrusive site

investigations and the completion of any remedial works and / or mitigation necessary to address the risks posed by past coal mining activity.

Reason: The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 189 and 190 of the National Planning Policy Framework and to comply with Policy CS2 of the Knowsley Local Plan Core Strategy adopted January 2016

- 4) The site shall be soft landscaped in accordance with the approved drawing Soft Landscape Proposals reference Drg Nos: ASA-745-DR-001 received 03.02.2025 and the soft landscaping shall be completed the first available planting and seeding seasons which will be either the planting season during when the development is first used or the planting season following the first use of the site in the event that the development is first used outside of the planting season.

Notwithstanding any submitted details prior to any planting occurring details of proposed arrangements for initial establishment and maintenance, and longer term maintenance for a period of 30 years, of all planted and turfed areas shall be submitted to and approved in writing by the Local Planning Authority.

Notwithstanding any submitted details any tree or other planting which is lost, felled, removed, becomes diseased, or is substantially damaged within a period of 30 years thereafter shall be replaced in kind during the first available planting season following the date of loss or damage.

No development shall be carried out until the trees to be retained have been protected by fencing in accordance with details previously submitted to and agreed in writing by the Local Planning Authority as part of the landscape scheme. The fencing shall accord with BS5837:2012, be of a minimum height of 2.3 metres, which shall use vertical and horizontal scaffolding poles with the uprights driven well into the ground and well braced to resist impact has been installed. Onto this, weldmesh panels (without the use of rubber or concrete feet) should be securely fixed.

At least five days written notice shall be given to the Local Planning Authority of the intention to commence development. The protective fencing referred to above shall be in place prior to the written notice of the start of development being given to the Local Planning Authority and shall be retained in place until the development is complete.

No storage of plant or material (including soil), works (including movement of soil, changes in ground level, vehicular movements, siting of temporary buildings or other works), lighting of fires or tipping of liquids shall take place within the protective fencing thereby defined for the duration of the development works.

Reason: In the interests of visual amenity and to comply with Policies CS2, CS19 and CS21 of the Knowsley Local Plan Core Strategy, adopted

January 2016 and saved Policy DQ4 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 5) Details of bird boxes shall be submitted to and agreed in writing prior to the soft landscaping works pursuant to Condition 4 being planted. The scheme shall include the number, type (pictorial and to scale), height from ground level and location of the boxes on an appropriately scaled plan as well as the timing of installation. The scheme shall be implemented in accordance with the agreed timetable of implementation. For the avoidance of doubt evidence of implementation (i.e. photographs) will need to be provided to the Local Planning Authority to enable discharge of the condition.

Reason: In the interests of biodiversity and to comply with Policies CS2 and CS8 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 6) The hard landscape works shall be carried out in accordance with the details shown on the approved drawing Proposed Site Plan referenced Drg Nos 101 Rev P4 received 06.05.2025 and shall be implemented prior to the first use of the development hereby permitted.

Reason: In the interests of visual amenity and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 7) Prior to the commencement of development a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall include the following matters:

- a) Methods for the mitigation of noise and vibration from building works, and also from the operation of any temporary power generation or pumping plant which will operate overnight.
- b) Methods for dust control and suppression.
- c) Control of transfer of mud out of the site - details of wheel washing facilities including location and type.
- d) Layout of site compound including identification of areas for the storage of plant and materials, loading / unloading and turning areas for delivery vehicles.
- e) Management of deliveries including prevention of waiting/layover of construction related traffic on the highway, measures for the control of traffic to and from the site and consideration of any temporary traffic management arrangements which may be necessary during periods of construction.
- f) Pest and vermin control measures should any such be found to be on the site.
- g) A programme of works including any phasing.
- h) Demolition and Construction staff parking arrangements.
- i) Adequate provision for addressing any abnormal wear and tear to the highway.
- j) Hours of demolition, construction work and deliveries.

Typically acceptable hours of demolition and construction work, and deliveries, are Monday to Friday 8am - 6pm, Saturdays 8am - 1pm with no works or deliveries taking place on Sundays and Public Holidays.

The approved Construction Environmental Management Plan shall be complied with throughout the construction period for the development unless otherwise agreed in writing with the Local Planning Authority.

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

- 8) Notwithstanding any submitted scheme prior to the commencement of development a scheme for the provision and implementation of a surface water sustainable drainage scheme to manage the risk of flooding from both overland flow and from the sewer network shall be submitted to and agreed in writing, by the Local Planning Authority (and shall also indicate how it would operate with the drainage for Phases 1 and 2 of planning application 17/00301/HYB). The agreed scheme shall be implemented in full prior to the first occupation of the development. For the avoidance of doubt, the surface water drainage scheme must be in accordance with the Non - Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and the surface water discharge rate must be restricted to 45.0l/s, unless otherwise agreed or specified in writing by the Local Planning Authority

Reason: To prevent increased risk of flooding by ensuring the satisfactory storage of and disposal of surface water from the site and to comply with Policies CS2 and CS24 of the Knowsley Local Plan Core Strategy (January 2016).

- 9) Notwithstanding any submitted information prior to the first occupation of any part of the development a Management and Maintenance Plan for the sustainable drainage system for that phase relating to the lifetime of the development through an appropriate legally binding agreement shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- a) The arrangements for adoption by an appropriate public body or statutory undertaker or details of provision for management and maintenance by an agreed management company.
- b) A schedule for on - going inspections relating to performance and condition.
- c) Details for planned maintenance and a mechanism for remedial and urgent repair works
- d) Means of access for inspection and maintenance purposes.

The plan(s) shall be implemented in accordance with the timeframes contained within it/them.

Reason: To ensure effectiveness of the flood risk measures during the lifetime of development and to comply with Policies CS2 and CS24 of the Knowsley Local Plan: Core Strategy (January 2016).

- 10) Contaminated Land

Notwithstanding any submitted document(s) the following shall apply:

Prior to any investigations taking place the detailed scope of works shall be submitted to and agreed in writing by the Local Planning Authority including the proposed number of combined ground gas and groundwater monitoring wells and soil and groundwater sampling strategy.

A. Risk Assessment

No development shall take place until an assessment of the risks posed by any contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner in accordance with the agreed scope of works in accordance with authoritative guidance (CLR 11) and the agreed scope of works, and shall assess any contamination on the site, whether or not it originates on the site.

Moreover, it must include (where relevant):

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments.

B. Submission of Remediation Scheme

Where land affected by contamination is found which poses unacceptable risks in any phase, no development shall take place until a detailed remediation scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme must include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. As a minimum, the scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to its intended use.

C. Implementation of Approved Remediation Scheme

The approved remediation scheme shall be implemented and a verification report submitted to and approved in writing by the Local Planning Authority, prior to the development (or relevant phase of development) being brought into use.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported immediately to the Local Planning Authority. Development on the part of the

site affected must be halted and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to the development being brought into use.

E. No soil is to be imported to the site until it has been tested for contamination and assessed for its suitability for the proposed development; a suitable methodology for testing this material should be submitted to and agreed by the Local Planning Authority prior to the soils being imported onto site. The methodology should include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by the risk assessment) and source material information. The analysis shall then be carried out and evidence submitted to and approved in writing to by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and saved Policy ENV5 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 11) External lighting to be installed shall only be in accordance with the approved drawing details External Lighting Levels Layout referenced Drg Nos JBR24029/E/800 Rev T2.

Reason: In the interests of residential amenity and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and Saved Policy ENV3 of the Knowsley Local Plan Core Strategy adopted June 2006.

- 12) Prior to the first use of the development hereby permitted the recommendations as per the approved documents, detailed below, included with the application shall be implemented.

- Acoustic planning report, Beacon 62, Cronton Road, Huyton - Sandy Brown Consultants, Ref: 024764-R01-A, 18th December 2024.

- Email from Jonathan Ravenscroft of Taylor Design to Lee Osborne (Planning Officer), dated 26th November 2024 at 07:26, detailing information from queries from previous memo and with the External lighting levels layout, JBR Consulting, Nov-24, JBR24029/E/800.

- Noise: Assessment of noise egress, Beacon 62, Cronton Road, Huyton - Sandy Brown Consultants, Memo M001-A, Dated 8th April 2019.

- Email from Jonathan Ravenscroft of Taylor Design to Lee Osborne (Planning Officer), dated 22nd April 2025 at 15:11, detailing clarification from queries in relation to noise issues.

Documentary evidence of the works shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the site.

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

- 13) Fixed plant and machinery associated with the development shall be designed to a level that is at least 5dB(A) below the existing LA90 background noise level as measured during the relevant time period. Any tonal, impulsive and/or irregular noise would be addressed by imposing a penalty as per the methodology set out in BS4142:2014, Methods for rating and assessing industrial and commercial sound. Noise limits for fixed plant are to apply at a position 1 metre from the closest affected window of the nearest noise sensitive property.

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

- 14) The use hereby permitted shall not operate outside the hours 8am - 6pm Mondays - Fridays, 9am - 5pm Saturdays and 10am - 4pm on Sundays and Public Holidays.

Reason: To safeguard the amenities of nearby residents and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and saved Policy EN2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 15) The development hereby permitted shall not be brought into use until the areas indicated on the approved plans to be set aside for parking, servicing, vehicular manoeuvring (including provision for pedestrians / cyclists) have been surfaced, drained and permanently marked out or demarcated in accordance with the details and specifications shown in Drawing Number 101 revision P3. These areas shall be retained as such thereafter.

Reason: In the interests of highway and pedestrian safety and to comply with Policies CS2 and CS7 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 16) Prior to the development hereby permitted coming into use a scheme for the provision of cycle and motorcycle parking, in accordance with the Council's current standards, has been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted comes into first use and shall be retained as such thereafter. For the avoidance of doubt, long stay cycle parking must be covered and offer a means to secure the cycles.

Reason: To ensure that adequate provision is made for parking cycles and motorcycles on the site and to comply with Policies CS2 and CS7 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 17) Within 3 months of the development hereby permitted being brought into use a Travel Plan must be submitted to and approved in writing by the Council as Local Planning Authority. The Plan shall include immediate, continuing

and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the Travel Plan shall include, but not be limited to:

- Involvement of employees.
- Information on existing transport policies, services and facilities, travel behaviours and attitudes.
- Access for all modes of transport.
- Targets for mode share.
- Resource allocation including Travel Plan Co-ordinator and budget.
- A parking and management strategy.
- A marketing and communications strategy.
- Appropriate measures and actions to reduce car dependence and encourage sustainable travel.
- An action plan, including a timetable for the implementation of each of the above.
- Mechanisms for monitoring, reviewing and implementing the Travel Plan.

The approved Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied and in use.

An annual report shall be submitted to the Council no later than 1 month following the anniversary of the first occupation of the development for a period of 5 years thereafter. The report shall include a review of the Travel Plan measures, monitoring data and updated action plan.

Reason: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable and to comply with Policies CS2 and CS7 of the Knowsley Local Plan Core Strategy adopted January 2016 and saved Policy T9 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 18) The development hereby permitted shall not be brought into use until a Delivery / Servicing Management Plan has been submitted to and agreed by the Local Planning Authority. The agreed Plan shall be adhered to at all times the development is in use thereafter.

Reason: To ensure a satisfactory regime of deliveries and service vehicle management in the interests of highway and pedestrian safety and to comply with Policies CS2 and CS7 of the Knowsley Local Plan Core Strategy adopted January 2016

- 19) Prior to the first use of the development hereby permitted, the Electric Vehicle Charging Points shown on the approved drawings shall all have been provided; the charge points shall be:

- a) A minimum of 7KW,
- b) at least Mode 3 or equivalent,
- c) untethered, and
- d) located in order to comply with the Equality Act 2010 and the accessibility requirements set out in the Building Regulations Part M.

and retained at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of air quality, promoting sustainable travel opportunities and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016.

- 20) The development hereby permitted shall not commence until a biodiversity gain plan has been submitted to and approved in writing by the Local Planning Authority. The biodiversity gain plan must include :
- (a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
 - (b) the pre-development biodiversity value of the onsite habitat;
 - (c) the post-development biodiversity value of the onsite habitat;
 - (d) any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
 - (e) any biodiversity credits purchased for the development; and
 - (f) any such other matters as the Secretary of State may by regulations specify.

The biodiversity gain plan approved shall be implemented prior to the permitted development coming into use.

Reason: To comply with paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 and Policies CS2, CS8, CS19 and CS21 of the Knowsley Local Plan Core Strategy adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
06/05/2025	201	P2	WET VALET PLANS AND ELEVATIONS
06/05/2025	203	P2	PROPOSED GF PLAN
06/05/2025	204	P2	PROPOSED FF PLAN
06/05/2025	205	P2	PROPOSED ROOF PLAN
06/05/2025	301	P2	PROPOSED ELEVATIONS
07/01/2025	JBR24029/E/800	T2	EXTERNAL LIGHTING LEVELS LAYOUT
19/12/2024	024764-R01-A	-	ACOUSTIC PLANNING REPORT (SANDY BROWN CONSULTANTS)
19/12/2024	M001-A	-	ASSESSMENT OF NOISE EGRESS FROM PREDICTED HGV MOVEMENTS
26/11/2024	EMAIL	-	EMAIL FROM JONATHAN RAVENSCROFT OF TAYLOR DSIGN TO LEE OSBORNE (PLANNING OFFICER) DATED 26 NOVEMBER 2024 (07.26) DETAILING INFORMATION FROM QUERIES FROM PREVIOUS MEMO.

22/04/2025	EMAIL	-	EMAIL FROM JONATHAN RAVENSCROFT (TAYLOR DESIGN) TO LEE OSBORNE (PLANNING OFFICER) DATED 22 APRIL 2025 (15.11) DETAILING CLARIFICATION FROM QUERIES IN RELATION TO NOISE ISSUES.
19/12/2024	18430	-	FUSION 21 SOCIAL VALUE STRATEGY
24/01/2025	328190	-	TECHNICAL NOTE (MODE TRANSPORT PLANNING)
08/11/2024	17174	-	NOISE ASSESSMENT TECHNICAL NOTE (M001-A) OCTOBER 2019 - SANDY BROWN CONSULTANTS
08/11/2024	-	-	LOCATION PLAN
08/11/2024	240798	-	AIR QUALITY ASSESSMENT OCTOBER 2024 (RAPPORT)
08/11/2024	10523.004 V1.0	-	ARBORICULTURAL IMPACT ASSESSMENT OCTOBER 2024 (INC TREE SURVEY AND METHOD STATEMENT)
03/02/2025	ASA-745-DR-001	REV P1	SOFT LANDSCAPE PROPOSALS
06/05/2025	101	REV P4	PROPOSED SITE PLAN

Signed Case Officer¹: Lee Osborne

Signed Authorising Officer²: Alan Kilroe

Date: 12 August 2025

Informatives

- 1 NOTE FOR APPLICANT: The applicant's attention is drawn to the following comments:
- 2 Breeding birds are protected under the general provision of Section 1 of the Wildlife and Countryside Act 1981 as amended. Whilst the nest is being built or is in use, the eggs, young and nest are protected against intentional and reckless taking, damage and

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

² I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

destruction. No tree, scrub or hedgerow felling, management and/or cutting operations should take place during the period 1 March to 31 August inclusive to protect breeding birds. Should works take place within the breeding / nesting season an ecologist should be on-call to advise should nests, eggs, and / or young birds be present within the site.

- 3 Section 14(2) of the Wildlife and Countryside Act 1981 states that "if any person plants or otherwise causes to grow in the wild any plant which is included in Part 2 of Schedule 9, he shall be guilty of an offence". Cotoneaster and Himalayan balsam are present within the site boundary and are Schedule 9 plants. The submitted Safety Method Statement, Invasive Species Plan, J Paxman Landscapes, February 2025 should be implemented to eradicate and remove the noted species from the site. However the works have the potential to harm breeding birds, terrestrial mammals and amphibians which are protected. Therefore the method statement should be amended to include Reasonable Avoidance Measure (RAMS) with regards amphibians, badgers and hedgehogs. The method statement should also note the law and requirements with regards breeding birds.

Amphibians RAMS should include:

- Existing vegetation on the site will be gradually cut and removed under ecological supervision to encourage any amphibians / reptiles present to move away from the affected areas;
- The working area, together with any storage areas, will be kept clear of debris, and any stored materials will be kept off the ground on pallets so as to prevent amphibians / reptiles from seeking shelter or protection within them; and
- Any open excavations (e.g. foundations / footings / service trenches etc) will be covered with plywood sheeting (or similar) at the end of each working day. The edges of these sheets will be covered with a thick layer of topsoil or similar) to prevent amphibians / reptiles from seeking shelter beneath them. Any excavation must be in-filled and made good to ground level with compacted stone or similar at the earliest opportunity, so as to remove any hazard to amphibians / reptiles.

Badger and hedgehog RAMS should accord with the RAMS set out in Section 5.29 of the submitted ecology report.

- 4 The applicant, their advisers and contractors should be aware that if any European Protected Species are found, then as a legal requirement, work must cease, and advice must be sought from an ecologist.
- 5 Merseyside Fire and Rescue Service
- 6 Merseyside Police
- 7 United Utilities
- 8 Coal Authority

Appendix 1 – Site Photographs