

Regeneration and Economic Development Department

APPLICATION NO: 21/00732/FUL

APPLICANT: Fleet Factors Pension Fund

WARD AFFECTED: Whiston & Cronton

DEVELOPMENT: ERECTION OF EXTENSION TO EXISTING INDUSTRIAL UNIT
COMPRISING OF 2NO ADDITIONAL UNITS (USE CLASS B8) TOGETHER
WITH THE CONSTRUCTION OF HARDSTANDING TO FORM VEHICULAR
PARKING AND OTHER ASSOCIATED WORKS

LOCATION OF SITE: Fleet Factors, Stretton Way, Huyton, L36 6JF

KNOWSLEY LOCAL PLAN ALLOCATION –

Primary Industrial Area - Primarily Industrial Area

RELEVANT POLICIES

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS7 - Transport Networks

CS19 - Design Quality and Accessibility in New Development

CS21 - Greenspaces and Trees

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

EC1 - Strategy for Provision of Employment Land

EC3 - Primarily Industrial Areas

DQ4 - Trees and Development

TECHNICAL CONSULTATIONS:

Highway Authority - No objections in principle.

Environmental Health - No objections in principle.

Arboricultural Officer - No objections in principle.

Merseyside Fire And Rescue Authority - No objections in principle.

Environment Agency - No objections in principle.

United Utilities Water Ltd - No objections in principle.

Whiston Town Council - No Comments Received

NEIGHBOUR NOTIFICATION:

This application has been publicised by letters sent to 7 neighbours. It has also been advertised by Site Notice. No representations have been received.

ARTICLE 35

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.

ISSUES AND ASSESSMENT:

PROPOSAL

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The site comprises the Fleet Factors building and associated parking together with a vacant grassed area to the south of the building with some trees within. The site is bounded to the south and west by Logwood Mill Brook with Stretton Way to the east, and also south of the brook. The site is at the southern end of the Huyton Industrial Estate.

The proposal is to erect an extension attached to the side of the existing Fleet Factors building to comprise two storage and distribution (Use Class B8) units. The entrance to the existing building is on the south elevation facing into the car park area with the east elevation being closest to Stretton Way before it turns direction towards Wilson Road. The extension would project further on the west than the existing building by a minimum of 6m, with the existing building having an angled west elevation. The extension would be set back from the east elevation of the existing building by approximately 20m. The two proposed units would be relatively small scale at 279 and 281 sq.m. The extension would be taller than the existing building with a pitched roof of 13.9m maximum height, whilst the existing building has a pitched roof of 11.2m maximum height. The existing building has a width (as seen from Stretton Way) of 12.6m whilst the corresponding elevation of the extension would have a width of 21.3m. The extension would have a depth of 27.6m whilst the existing extension has a depth of 32.2m-42m due to the angled west elevation. A service yard would be to the front of the extension and south of the existing building with parking on the south edge of the yard and to the north of the site access/egress. In total there would be 18 car parking spaces including a disabled person's space. Hard surfacing would be to the rear of the units to provide a rear yard area. The existing fencing would be retained.

The external walls of the proposed units would be vertical profiled cladding of goosewing grey panels with anthracite grey panels above, on the rear elevation there would be two rectangular areas of goosewing grey panels with the remainder of the elevation being anthracite grey panels. The front elevation would have a roller shutter door to each unit with the entrance to both units between the roller shutter doors. Each entrance would be the same design of double-glazed curtain walling/entrance with the framework and entrance door frames being of anthracite grey, both entrances having an internal security shutter.

POLICY CONSIDERATIONS

The proposal is for the erection of commercial units on a site within the industrial estate and is acceptable in principle. The application complies with the above noted planning policies.

DESIGN, ACCESS AND CRIME PREVENTION

The design of the extension is satisfactory, providing small commercial units typically found on industrial estates and would be acceptable in conjunction with the existing building. The proposal would not be detrimental to the visual amenities of nearby properties or the wider area. The proposal would not raise crime or anti-social behaviour issues.

The application complies with Policies CS2 and CS19 of the Local Plan.

HIGHWAYS

With regards to HGV manoeuvring within the site a swept path drawing for a 16.5m HGV has been provided. Although the highlighted 16.5m HGV is not typical and requires more than a 3-point turn, it can be seen that such a vehicle can access and turn within the site, without the need to reverse onto/from the carriageway.

Although an HGV is likely to require the full width of the Stretton Way carriageway to access/ egress the site, it should be noted that the access is existing and that the current unit on site has permission for both B2 B8 operations. An HGV could technically require access to the site in its current form, regardless of the extension to the existing unit and yard improvements proposed.

Given the yard expansion and betterment of an existing internal situation, the proposed swept path assessment although not ideal is accepted.

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With regards parking the existing unit + Unit A would both be B2/B8 use and total 730sq.m; at 1 per 45sq.m a total of 16 car parking spaces is required. Unit B would be solely B8 use and 280sq.m at 1 per 100sq.m) require 3 parking spaces. The units therefore require a total of 19 spaces. 18 car parking spaces are proposed and given that the parking proposal only falls short by 1 space this is considered acceptable.

No other highways issues are raised, and the proposal complies with Policies CS2 and CS7 of the Local Plan.

RESIDENTIAL AMENITY

The proposal is on Stretton Way within the Huyton Industrial Estate. Stretton Way backs onto the M57 motorway. The nearest houses are on Bridgewater Way which is at the back of the west side of Wilson Road and Halewood International, and there is Chapel Brook hotel at the southern end. As such the proposed small B8 units do not raise residential amenity concerns.

The proposal complies with Policies CS2 and CS19 of the Local Plan.

OTHER ISSUES

Trees

12 individual trees and 4 groups of trees were recorded within influencing distance of the application site. These comprise small to medium sized amenity specimens, in fair to good condition, with one tree (T1) in poor condition.

There are 6 multi-stemmed goat willows. One is a mature specimen and has wounding and dead wood at the base of some stems. It and the other goat willows provide habitat value. All trees provide some amenity value, with groups G1 to G4 providing some screening to the site along Stretton Way. There is a multi-stemmed elder growing adjacent the existing building and a small oak growing atop the brook banking. Whilst both have limited amenity value both provide some habitat and biodiversity value being native species.

Taking into account the location of the site within the industrial estate it is considered that the loss of the trees within the site to allow the provision of two small units is acceptable balanced against the loss of amenity and habitat provided that mitigating planting occurs. The Council Arboriculturalist does not object to the tree loss but requests replacement planting on a 1:1 basis and size 20-24cms diameter. On this basis the mitigating planting will provide more impact on initial planting with regard visual impact than whips would.

Provided that satisfactory planting occurs mitigating the trees to be felled the application complies with Policies CS2 and CS21 of the Local Plan and saved Policy DQ4 of the UDP.

CONCLUSION

The proposal is for the erection of commercial units on a site within the industrial estate. The design of the development is acceptable and would not impact adversely on the visual amenity of the area. The proposal would provide satisfactory parking and would not be detrimental to highway safety. Due to the location no residential amenity issues are raised. The application complies with planning policies and is therefore recommended for approval.

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.

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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) The development hereby permitted shall not be brought into use until the areas indicated on the Proposed Site Plan referenced 5801_105 Rev 2 shown 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. 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.

- 4) The units hereby permitted shall not be brought into use until precise scheme details of the proposed cycle storage highlighted on Proposed Site Plan (5801_105 Rev 2) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as agreed before any part of the development has been brought into use. For the avoidance of doubt, long stay cycle parking must be covered and offer a means to secure the cycles.

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

- 5) Notwithstanding any details shown on approved drawings or included within approved documents, no unit hereby approved shall be first occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority.

The details shall relate to all land surfaces not built upon and shall include:

- a) Land-levels and gradients resulting in the formation of any banks, terraces or other earthworks.
- b) Hard surfaced areas and materials.
- c) Planting plans, specifications and schedules, planting size, species and numbers/densities, trees to be retained and a scheme for the timing / phasing of work.
- d) Existing plants / trees to be retained.
- e) Detailed regime for the establishment ongoing and longer-term maintenance of all soft landscaping is also required to be submitted for approval.

To ensure satisfactory mitigating tree planting to account for the trees to be felled the scheme must include tree planting on a 1:1 replacement basis with each replacement tree to be of minimum girth 20-24cm and of native species.

The approved landscaping works shall be implemented and completed prior to the first use of either of the proposed units or within the first available planting season if the first unit to be first occupied is to be so between the months of March and September.

Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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Reason: To ensure acceptable replacement tree planting, to ensure that the site is satisfactorily landscaped having regard to its location 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.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
13/09/2021	C14086	B	Flood Risk Assessment
13/09/2021	P5801-100	1	Location Plan
13/09/2021	P5801-109	1	Proposed Sections
13/09/2021	P5801-107	1	Proposed Roof Plan
13/09/2021	P5801-106	1	Proposed Floor Plan
13/09/2021	P5801-108	2	Proposed Elevations
14/02/2022	P5801_105	2	Proposed Site Plan
01/11/2021	D9155.001	-	Arboricultural Impact Assessment (TEP - October 2021)

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 destruction. If possible, 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. In the event that such works do occur within the stated time period a qualified ecologist should be on site during the site clearance works to check the planted environment before works occur and in the event that nesting birds, eggs, young birds and/or nests are discovered works should cease and the ecologist advise of procedures to be undertaken to protect the birds and nest. Once such protective works have been undertaken and on the advice of the ecologist site development works can proceed.
- 3 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.
- 4 Based on the information available to Environmental Health they are not aware of any contamination on this site. However, the responsibility to properly address contaminated land issues lies with the owner/developer of the site, irrespective of any involvement by this Authority. The applicant/developer is requested to contact the Council's Environmental Protection Unit (Tel: 0151 443 4713) as soon as is practicable should contamination be encountered during the development of the site.

If contaminated material is encountered the applicant/developer is required to dispose of the contaminated arisings appropriately. They should also be aware of their health and safety responsibilities to workers in respect of handling such materials. The developer should also ensure that no pathways are created by which any contamination may either migrate off-site or affect site users.

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- 5 Merseyside Fire Authority
- 6 NRA
- 7 UU

Lee Osborne

1 April 2022

Alan Kilroe
4 April 2022

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