

<u>APPLICATION NO:</u>	24/00439/FUL	<u>CASE OFFICER:</u>	Kim Vo
<u>WARD:</u>	Stockbridge	<u>PARISH:</u>	Knowsley Parish Council
<u>LOCATION:</u>	Britannia Taxis, 1A Stockbridge Lane, Huyton		
<u>PROPOSAL:</u>	ERECTION OF SINGLE STOREY SIDE EXTENSION		

Site Description

The application relates to a detached building at no.1A Stockbridge Lane which is in current use as a garage workshop for vehicle repairs, servicing and MOT testing (Class B2). The application site is located within a Primarily Residential Area as defined by Saved Policy H5 of the Knowsley Replacement Unitary Development Plan (UDP) (Adopted June 2006). The site is also within the North Huyton and Stockbridge Village Principal Regeneration Area as defined by Policy CS1 and CS9 of the Knowsley Local Plan: Core Strategy (January 2016).

Proposal

The proposal seeks for the erection of a single storey side extension. It would project 3m from the side elevation and measure 19.3m wide. A pitched roof is proposed and would measure 5.5m to the highest point. To the front elevation a personnel door will be installed, and the side elevation will be open. The proposed development will be finished in grey corrugated cladding to match the existing.

Consultations

Knowsley Parish Council: No comments received.

Representations

This application has been publicised by letters sent to 12no. neighbours. No representations have been received.

Planning History

17/00051/ADV - Retention of 4no non-illuminated fascia signs. Granted, 28.03.2017.

17/00052/FUL - Retrospective - Retention of amendments to site layout and workshop roof from that previously approved under 16/00025/FUL (change of use from former health centre (Use Class D1) to use as taxi telephone call centre & garage / workshop extension). Granted, 29.01.2018.

16/00026/ADV - Display of 1no. non-illuminated fascia sign to front elevation. Granted, 29.03.2016.

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that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear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 UDP, 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 (January 2016)

Policy CS1: Spatial Strategy for Knowsley

Policy CS2: Development Principles

Policy CS4: Economy and Employment

Policy CS7: Transport Networks

Policy CS9: Principal Regeneration Area - North Huyton & Stockbridge Village

Policy CS19: Design Quality and Accessibility in New Development

Policy CS26: Waste Management

Saved Policies - Knowsley Replacement UDP (June 2006)

Policy H5: Development within Primarily Residential Areas

Policy ENV2: Noise and Vibration

Merseyside and Halton Joint Waste Local Plan

Policy WM9: Sustainable Waste Management Design & Layout for New Development

Supplementary Planning Documents (SPDs)

North Huyton Action Area (February 2007)

Ensuring a Choice of Travel (September 2010)

Design Quality in New Development (January 2016)

National Policies

The National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Assessment

The main considerations for this application are:

- Principle of Development;
- Design and Visual Amenity;
- Neighbouring Amenities;
- Parking and Highway Safety;
- Biodiversity Net Gain.

Principle of Development

Policy CS1 of the Local Plan states that the spatial development for Knowsley will be achieved by, amongst others, focusing development within existing urban areas, with emphasis upon areas that are within or easily accessible from areas in need of regeneration. Policy CS1 also sets out that opportunities for regeneration and development will be within the Principal Regeneration Areas which include North Huyton and Stockbridge Village.

Policy CS2 of the Local Plan outlines that new development should promote sustainable economic development by, amongst others, improving business productivity. Policy CS4 of the Local Plan seeks to, amongst others, support sustainable economic growth and meet the development needs of established and emerging employment sectors, and enhance the quality and efficiency of land use within existing employment areas.

Paragraph 85 of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

The application site is located within a Primarily Residential Area, within the large suburban centre of Huyton/Stockbridge Village. As such, the site is appropriately and sustainably located in accordance with Policy CS1 of the Local Plan. The proposal would retain the industrial use of the site and would involve an extension to increase the floorspace of an existing industrial unit. This will provide additional facilities which would help support the operations and improve business productivity for the garage workshop, in accordance with Policy CS2 and CS4 of the Local Plan and the NPPF. The principle of the development is therefore, considered to be acceptable.

Impact upon Design and Visual Amenity

Policy CS2 of the Local Plan seeks to promote good quality design and ensure that development respects its setting taking into account relevant design requirements, and best practice. Policy CS19 of the Local Plan requires, amongst others, new developments to respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment. The Design Quality in New Development SPD (January 2016) sets out the Council's aspirations and expectations for design standards in new development. Paragraph 135 of the NPPF requires planning policies and decisions to ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

Policy CS9 of the Local Plan states that the comprehensive regeneration of North Huyton and Stockbridge Village will be supported and requires new development to provide, amongst others, enhanced design quality and site layout to provide improved integration with surrounding areas. The North Huyton Action Area (February 2007) provides general planning, design and highway principles that seek to secure a high-quality neighbourhood design and deliver sustainable development within North Huyton.

The proposed extension would appear highly visible from Stockbridge Lane. However, it is for a single storey development which is considered to appear subservient to the main building. A matching hipped roof is also proposed, and the development will also be finished in matching materials. The proposal would also be seen in context with the existing industrial unit that it would adjoin with and would not appear as a conspicuous feature. As such, it is considered that the proposal would

be acceptable in terms of its impact upon design and visual amenity, in accordance with the policies listed above.

Neighbouring Amenity

Policy CS19 of the Local Plan and Paragraph 135 of the NPPF seeks to maintain a good standard of amenity for all existing and future occupants of land and buildings. Saved Policy H5 of the Knowsley Replacement UDP states that new development within the Primarily Residential Areas (or proposals for the change of use or redevelopment of existing buildings) will be permitted provided that the development, amongst others, would not have an unacceptable impact on the amenity of neighbouring occupiers by reason of noise, disturbance, overlooking, visual intrusion, smells, fumes, on-street parking or other causes. Saved Policy ENV2 of the Knowsley Replacement UDP 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.

The nearest residential dwellings to the application site are no. 47 Stockbridge Lane and no.92 and no.94 Sleaford Road. However, over 47m will be provided between the proposed extension and these dwelling's boundaries, which is a sufficient enough distance to avoid any harmful impacts in terms of noise and disturbance. Moreover, the site's industrial use will be maintained, and the proposed extension would result in a small-scale increase in floorspace. Therefore, the level of activity and movement will be similar to what currently exists and the impact upon the neighbouring commercial/industrial units would be minimal. The proposal would therefore have an acceptable impact on the amenity of the occupiers of the surrounding residential and neighbouring properties, in accordance with the policies listed above.

Parking and Highway Safety

Policy CS7 of the Local Plan states that new development will be required to be, amongst others, located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. The Ensuring a Choice of Travel SPD (September 2010) provides the parking standards for each land use type. Paragraph 115 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 would be severe.

The proposal will result in a total floorspace of 352sq.m. Appendix A of the Ensuring a Choice of Travel SPD requires 1no. parking space per 45sq.m. for Class B2 General Industry uses. As such, a total of 8no. parking spaces are required. The application site has off-street parking provisions for 45no. vehicles and would exceed the parking standards. It is therefore considered that the proposal would have no severe impacts upon highway safety, in accordance with the policies listed above.

Biodiversity Net Gain (BNG)

The Environment Act 2021 introduced a new mandatory requirement for Biodiversity Net Gain to ensure that most new developments increase baseline biodiversity value by a minimum of 10%. However, the Biodiversity Gain Requirements (Exemptions) Regulations 2024 prescribe exemptions for categories of development to which biodiversity net gain does not apply. This includes development that does not impact a priority habitat and impacts less than: 25sq.m (5m by 5m) of on-site habitat and 5m of on-site linear habitats such as hedgerows.

The application site is fully hard surfaced and contains no priority habitats or on-site linear habitats which will be affected by the proposed development. The proposal is

therefore considered to fall below the de minimis threshold and would be exempt from delivering BNG.

Conclusion

The principle of the proposal is considered acceptable. The proposed development would also have an acceptable impact upon neighbouring amenities; design and visual amenity; parking and highway safety; and waste management. The proposal is would also be exempt from delivering BNG. On this basis, the proposal complies with all relevant local and national planning policies and guidance.

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 materials shall be used on the external elevations or roof of the proposed development other than those referred to on the approved plans / supporting documentation.

Reason: In the interests of visual amenity and to comply with Policy CS2, CS9 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, The Design Quality in New Development SPD, North Huyton Action Area SPD (February 2007), and the National Planning Policy Framework.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
16/08/2024	1654-01	-	Location Plan
27/08/2024	1654-03	-	Proposed [Proposed Site Plan and Floor Plan]
16/08/2024	1654-04	-	Proposed Elevations Section [Proposed Elevations and Section]
27/08/2024	1654-05		Proposed Elevations Section [Proposed Section]

Signed Case Officer¹: **Kim Vo**

Signed Authorising Officer²: **K Foster**

Date: **16 October 2024**

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

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