

Regeneration and Economic Development Department

APPLICATION NO: 21/00929/REM

APPLICANT: Tilstone Industrial Ltd

WARD AFFECTED: Prescott North

DEVELOPMENT: APPLICATION FOR THE RESERVED MATTERS PURSUANT TO OUTLINE PLANNING PERMISSION REFERENCE 19/00243/OUT FOR THE ERECTION OF PETROL FILLING STATION OF UP TO 476 SQ.M (SUI GENERIS), A DRIVE THRU UNIT OF UP TO 225 SQ.M (USE CLASS A1/A3/A5) AND ASSOCIATED WORKS TO THE CAR PARK AND LANDSCAPING

LOCATION OF SITE: Land Off , School Lane, Knowsley Business Park, Knowsley, L34 9HX, ,

KNOWSLEY LOCAL PLAN ALLOCATION –

Primarily Industrial Area.

RELEVANT POLICIES

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS7 - Transport Networks

CS19 - Design Quality and Accessibility in New Development

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

DQ4 - Trees and Development

National Planning Policy Framework

TECHNICAL CONSULTATIONS:

Highway Authority - **No Objections**

Arboricultural Officer - **No objections**

Merseyside Fire And Rescue Authority - **No objections**

NEIGHBOUR NOTIFICATION:

This application has been publicised by letters sent to 16 neighbours. It has also been advertised by Site Notice and a Press 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.

PLANNING HISTORY

19/00243/OUT -OUTLINE APPLICATION FOR ERECTION OF PETROL FILLING STATION OF UPTO 476 SQ.M (SUI GENERIS), A DRIVE THRU UNIT OF UPTO 225 SQ.M (USE CLASS A1/A3/A5) TO THE WESTERN PARCEL AND ERECTION OF 3 NO. INDUSTRIAL UNITS OF UPTO 3,827 SQ.M (USE CLASS B2/B8) TO THE EASTERN PARCEL, TOGETHER WITH CONSTRUCTION OF VEHICULAR/PEDESTRIAN ACCESSES (ACCESS TO BE CONSIDERED - ALL OTHER MATTERS RESERVED FOR FUTURE APPROVAL)

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ISSUES AND ASSESSMENT:

PROPOSAL

Outline planning permission for erection of petrol filling station of upto 476 sq.m (sui generis), a drive thru unit of upto 225 sq.m (use class A1/A3/A5) to the western parcel and erection of 3 no. industrial units of upto 3,827 sq.m (use class B2/B8) to the eastern parcel, together with construction of vehicular/pedestrian accesses (access to be considered - all other matters reserved for future approval) was approved in April 2020.

This application is for the approval of the reserved matters pursuant to the above outline application.

POLICY CONSIDERATIONS

The reserved matters are considered to comply with the relevant Local Plan and saved UDP policies as listed above.

DESIGN AND APPEARANCE

The proposal coffee shop and PFS would have a relatively simple contemporary design using a small palette of materials. The PFS would be sited towards the centre of the site and the coffee shop towards the southern site boundary at the rear of the site.

The reserved matters application would be in compliance with the parameters plan approved under the outline planning permission. The drive thru coffee shop was compliant however part of the PFS was 6.4m, whereas the parameters plan stated a maximum height of 6m. The PFS has now been reduced in height to ensure compliance with the parameters plan .

The PFS would have a predominantly glazed frontage with dark grey frames and fascia's and flashings. To the side and rear elevations are predominantly composite cladding panels in light grey with vertically laid trekker boards wrapping around from the front elevation. The building would have a mono pitched roof.

The Coffee shop would use a mix of the same materials. This building would have a flat roof with a projecting element to incorporate the signage.

The PFS and HGV canopies would have a curved semi-transparent PVC roof, and metal fascia and supporting columns.

The EV charging canopy would comprise a structural steel black coated frame with photo voltaic panels mounted on the mono pitch canopy roof.

The sub-station would be located close to the site entrance but well screened with existing/proposed landscaping. The sub station would be constructed using facing brickwork and GRP faced aluminium or Steel security doors.

Details of all materials and colour finishes can be secured by planning condition.

The design and appearance of the various elements of this proposal are considered to be acceptable and would be in compliance with Local Plan policy CS19.

HIGHWAY SAFETY

Petrol Filing Station

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A swept path analysis of a 16.5m HGV and Large Car has been provided.

It has been highlighted that HGVs/fuel tankers will not be required to access the forecourt.

It has also been highlighted that refuse collection for both the petrol station and drive-thru unit will be made via a smaller refuse vehicle than what has been assessed and both collections will utilise the service bay.

Parking for the site has been revised from the original proposal- Parking standards (as outlined in supplementary planning document 'ensuring a choice for sustainable travel') state that petrol filling stations should have 1 parking space per pump. 10 spaces should then be provided. KMBC parking standards for petrol filling stations also state that any ancillary retail elements should also be accounted for. In total, based on a GFA of 500sqm (1 space / 14sqm A1 Food Retail) then 36 spaces should be provided.

In total, for a robust assessment, then 46 spaces should be provided. However, it is acknowledged that a reasonable proportion of visitors to the site will be for cross visitation purposes (i.e both fuel and purchasing some products from the associated retail store). Given the location of the site, it can also be assumed that a large proportion of visitors will be accessing the site for fuel only and would not necessarily require a parking space, egressing the site as soon as they have refuelled.

In total there are 30 car parking spaces proposed for the petrol filling station (including the 5 staff spaces and 2 accessible spaces). Based on the above consideration, the 30 spaces proposed are acceptable. Parking would also be available in the adjacent drive through car park if required.

Most car parking spaces are provided at a welcomed 2.5m x 5.0m size (all other spaces provided at 2.4m x 4.8m). Aisle widths meet the required minimum 6.0m width.

Two Sheffield stands are proposed, with this provision able to cater for 4 bicycles. As these stands are the only proposed provision, they will be required to be covered, to allow for long stay storage (to encourage staff to cycle to the development). This can be secured by condition.

Drive through

A large a car (5.0m in length) has been shown as navigating the drive through.

The quantum of parking proposed, when applying a worst-case assessment for an (former) A3 use (1 space per 5sqm of public space), is acceptable. The public space has been measured to be circa 115sqm, with 23 spaces then required. The 28 spaces are acceptable, with this provision helping to cater for any peaks in demand.

Car parking spaces are provided at a welcomed 2.5m x 5.0m size. Aisle widths meet the required minimum 6.0m.

The amended plans are considered to be acceptable in terms of parking provision and vehicles manoeuvring around the site. The proposals would therefore be in compliance with Local Plan policy CS7.

TREES AND LANDSCAPING

The outline planning permission permitted the loss of all of the existing trees within the site (comprising two groups of trees and 2 individual trees) with the proviso that they were replaced on a 2:1 basis. The revised landscaping scheme achieves this level of replacement mainly adjacent to the site boundaries. This new planting would supplement the existing trees outside of the site boundary along the boundaries to School Lane and the roundabout ensuring a satisfactory level of soft landscaping is maintained along the site boundaries.

The landscaping proposals are therefore considered to be acceptable and in accordance with saved UDP policy DQ4.

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Condition 10 of the outline planning permission (19/00243/OUT) required an arboriculture method statement to be submitted with all reserved matters application.

This has now been submitted and is considered to be acceptable.

CONCLUSION AND REASON FOR DECISION.

The reserved matters application is considered to be acceptable in terms of siting and design of the buildings, in terms of highway safety and trees/ landscaping. The details would be in compliance with the Local Plan and saved UDP policies listed above.

RECOMMENDATION:

That Reserved Matters be granted subject to the following conditions:-

- 1) 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.

- 2) Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and / or full specification (including colour finishes) of materials to be used externally on the buildings, canopies, sub station and electric kiosk have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. The development shall be carried out only in accordance with the agreed schedule of materials.

Reason: In the interests of visual amenity and to comply with Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

- 3) All hard and soft landscape works shall be carried out in accordance with the approved details shown on Drawings 4946.01 REV C & 1742 Rev 5i. The works shall be carried out before any part of the development is occupied or in accordance with a programme to be agreed in writing with the Local Planning Authority prior to any development commencing. Any trees / shrubs which are removed, die, become severely damaged or diseased within five years of their planting shall be replaced in the next planting season with trees / shrubs of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and to comply with, Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and the National Planning Policy Framework.

- 4) The development shall not be brought into use until the areas indicated on Site Plan Drawing Number 01 Rev C (Received 17th May 2022) 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. These areas shall be retained as such thereafter.

Reason: To ensure that adequate on site vehicle parking/manoeuvring facilities are provided in the interests of highway safety and amenity, and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016.

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- 5) Notwithstanding the details shown on the site layout drawing the development hereby permitted shall not be occupied until 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 scheme shall be implemented as approved before any part of the development is brought into 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 Policy CS7 of the Core Strategy, adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
20/07/2022	4946		ARBORICULTURAL METHOD STATEMENT
17/05/2022	4946.01	REV C	AMENDED LANDSCAPE LAYOUT
17/05/2022	DTP-3701622 ATR001	REV D	AMENDED SWEEP PATH DRAWING
19/04/2022	5844-HJCE-ZZ-XX-DR-C-4002	REV P1	PROPOSED CUT AND FILL WORKS
19/04/2022	5844-HJCE-XX-XX-DR-C-3002	REV T01	PROPOSED SITE LEVELS
24/03/2022	1742.5	REV I	REVISED SITE LAYOUT 1:200
24/03/2022	1742.14	REV G	AMENDED SITE LAYOUT 1:500
17/02/2022	DRG 7	-	DRIVE THRU COFFEE SHOP PLANS AND ELEVATIONS
22/12/2021	1742-12	REV A	AMENDED SUB STA DETAILS
07/12/2021	1742.1	-	LOCATION PLAN
30/06/2022	1742.6	REV A	PFS FLOOR PLANS AND ELEVATIONS
07/12/2021	1742.8	-	Petrol and HGV Canopy Details
07/12/2021	1742.9	-	EV Canopy Plan and Elevations
07/12/2021	1742.10	-	ELECTRIC METER KIOSK ET 14
07/12/2021	1742.13	-	Proposed Site Elevations

Informatives

None Required

Mark Quinn
2nd August 2022

Alan Kilroe
4 August 2022

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