

Planning Statement

35 Wilson Road, Huyton

December 2025

Contents

1	Introduction	3
2	Description of Site and Surrounding Area	6
3	Planning History	9
4	Proposed Development	11
5	Waste Storage and Collection Arrangements	17
6	Planning Policy Context	18
7	Planning Considerations	24
8	Conclusions	30

1 Introduction

Introduction

1.1 JLL has been instructed by Linden Hill – Capital Assets – ALX Limited to prepare this Planning Statement in support of an application for reserved matters approval, for the demolition of the existing building, and the erection of a new build regional logistics warehouse unit, at 35 Wilson Road, Huyton.

1.2 This is in relation to the S73 planning application (ref 25/00205/FUL) which was approved 05 June 2025 and followed the original outline application (ref 22/00284/OUT) which was approved on 23 March 2023. The full planning history of the site is detailed in Section 3 of this report.

1.3 The proposal for development is described on the application form as follows:

‘Reserved Matters application for the demolition of existing buildings and construction of a logistics/warehouse building, use class B8 including access, pursuant to outline planning permission 25/00205/FUL’.

1.4 This planning statement is accompanied by the following supporting documents:

- Completed Application Form (prepared by JLL)
- Covering Letter (prepared by JLL)
- Drawings (prepared by Studio KMA):
 - Location Plan (ref: T1306_HWR_7000_P1 - Location Plan)
 - Existing Site Plan (ref: T1306_HWR_7001_P2 - Existing Site Plan)
 - Demolition Plan (ref: T1306_HWR_7002_P1 - Demolition Plan)
 - Proposed Boundary Treatment Plan (ref: T1306_HWR_7003_P5 - Proposed Block Plan with Boundary Treatments)
 - Proposed Site Plan (ref: T1306_HWR_7004_P6 - Proposed Site Plan)
 - Existing and Proposed Site Sections (ref: T1306_HWR_7005_P2 - Existing and Proposed Site Sections)
 - Proposed Building Plan (ref: T1306_HWR_7006_P2 - Proposed Building Plan)
 - Proposed Ground and First Floor Plans (T1306_HWR_7007_P2 - Proposed Floor Plans)
 - Proposed Second and Third Floor Plans (ref: T1306_HWR_7008_P2 - Proposed Floor Plans)

- Proposed Elevations (ref: T1306_HWR_7009_P2 – Proposed Elevations)
- Proposed Building Sections (ref: T1306_HWR_7010_P2 - Proposed Building Sections)
- Proposed Indicative Roof Plan (ref: T1306_HWR_7011_P1 - Indicative Roof Plan)
- Landscaping Scheme (ref: 13706-FPCR-XX-XX-DR-L-0001-P06-Landscape Strategy Plan)
- Detailed Planting Plan 1 (ref: 13706-FPCR-XX-XX-DR-L-0002-P03-Detailed POS Plan)
- Detailed Planting Plan 2 (ref: 13706-FPCR-XX-XX-DR-L-0003-P03-Detailed POS Plan)
- 3D Visuals View 1 (ref: M0255_WilsonRd_Exterior-View01A)
- 3D Visuals View 3 (ref:M0255_WilsonRd_Exterior-View03A)
- 3D Visuals View 4 (ref:M0255_WilsonRd_Exterior-View04A)
- Swept Path Analysis Fire Appliance (ref: 5054-SP01 Rev B (Fire Appliance))
- Swept Path Analysis FTA (ref: 5054-SP02 Rev A (FTA))
- Swept Path Analysis Refuse (5054-SP03 (Refuse))
- Design and Access Statement (ref: T1306_HWR-KMA-XX-XX-RP-A-0001-XX-P3_RIBA Stage 3 – DAS)
- Framework Travel Plan and Transport Note (ref: 5054Fwk Travel Plan and Transport Note)
- Bat Box Plan (ref: BOW17.1593_Wilson Road, Huyton_Condition Discharge 8 Bat Box Plan_V2)
- Ecological Enhancement Plan (ref: BOW1593_Wilson Road, Huyton_Ecological Enhancement Plan_V3)
- Waste Storage and Collection Arrangements (See Chapter 5 of this Planning Statement)
- Energy Statement (ref Linden Hill_Policy CS22_Energy Statement_JLL SAS Rev B)
- Building Life Cycle Assessment Options Appraisal Summary (ref LindenHill_BREEAM MAT01_LCA_JLL SAS Rev A)
- Passive Design Analysis (ref LindenHill_BREEAM ENE04_PassiveDesignAnalysis_JLL SAS RevA)
- Low & Zero Carbon Technologies Feasibility Study (ref Linden Hill_BREEAM ENE04_LZCTFeasibilityStudy_JLL_SAS RevB)
- BREEAM Statement (ref: 251110-35 Wilson Road-Preliminary BREEAM Assessment Report)

Structure

1.5 This planning statement identifies and addresses the issues relevant to the consideration of the application submission, as follows:

- Description of Site and Surrounding Area;
- Planning History of Site;
- Proposed Development;
- Relevant Planning Policy
- Planning Considerations; and
- Conclusions

2 Description of Site and Surrounding Area

Site Location and Description

- 2.1 The Site is located to the east of Wilson Road off the A5080. The overall site measures 4.37ha which currently comprises a warehouse building occupied by John Mason International, a small mobile unit, and open storage area with outdoor caravan storage site and informal car parking.
- 2.2 The existing main access to the site is located at the western corner of the site, off Wilson Road, with a manned security hut and intercom for access. There is a second access which is located at the southern corner of the site, slightly further down Wilson Road from the first access.
- 2.3 The existing building is located to the south of the site, with the front of the building facing the western perimeter of the site.
- 2.4 An informal car park area exists to the north of the site both centrally and along the perimeter of the northern boundary. The areas are used for a mixture of HGV's, vans and cars. To the northern perimeter of the existing building are more formal spaces specifically for HGV's.
- 2.5 To the north, east and south of the site is open storage space which is currently being used for the storage of caravans. This wraps around the north, east and south perimeters of the existing building.
- 2.6 Figure 1 below shows the approved Location Plan of the Outline Planning Permission (22/00284/OUT).



Figure 1: 22/00284/OUT Location Plan

Surrounding Area

2.7 Beyond the immediate boundaries of the application site, the area comprises predominantly industrial uses. The Knowsley Metropolitan Borough Council Household Waste Recycling Centre is located to the south of the site and a Waste Management Services building to the west. To the north of the site is an industrial site which comprises Abacus UK Training and Huyton HTL Travel Bus Service. The industrial site to the north includes a warehouse which comprises Starlight Limos, Dulux Decorator Centre, Lombard Shipping & Forwarding Limited and FS Trade.

2.8 Opposite to the site on Wilson Road, there are a range of further industrial units including a recent redevelopment for a Grade A industrial scheme at the former Sovereign Distillery site.

2.9 The site is located off the M57 and M6. The M57 provides access to the towns of Knowsley and extends further afield to areas such as Southport.

2.10 The M62 allows for access to Liverpool City Centre and Manchester. The nearest train station is Huyton which is approximately 1.7km north west of the site.

3 Planning History

3.1 An online search of Knowsley Metropolitan Borough Council's planning database has been carried out to establish the relevant planning history for the application site. The relevant applications are:

Reference	Description of Development	Decision and Date
25/00205/FUL	Variation of conditions 3 & 4 attached to planning permission 24/00427/FUL (variation of condition 3 attached to outline planning permission 22/00284/OUT) to allow for a second vehicular access point to be provided from Wilson Road.	Granted, 05 June 2025
24/00427/FUL	Variation of condition 3 attached to outline planning permission 22/00284/out (demolition of existing buildings and outline application for the erection of a logistics warehouse (use class b8) - approval sought for access (appearance, layout, landscaping and scale reserved for future approval) to allow for an amendment to the parameters plan in order to change the maximum ridge height of the building at the front section of the site to comprise a gradual maximum ridge height between 17.5m and 21.6m in accordance with the site section on the parameters plan.	Granted, 15 October 2024
24/00132/FUL	Variation of condition 3 attached to outline planning permission 22/00284/out (demolition of existing buildings and outline application for the erection of a logistics warehouse (use class b8) - approval sought for access (appearance, layout, landscaping and scale reserved for future approval) to allow for an amendment to the parameters plan in order to increase the ridge height to a maximum of 21.6m	Granted, 01 May 2024
22/00284/OUT	Demolition of existing buildings and outline application for the erection of a logistics warehouse (use class b8) - approval sought for access (appearance, layout, landscaping and scale reserved for future approval)	Granted, 23 Mar 2023
74/13651/HIST	Change of use of 2 number dwellings to office accommodation.	Granted, 07 Oct 1991
74/13043/HIST	Erection of 2.4 metre high palisade boundary fence	Granted, 04 Jan 1991
74/08695/HIST	Erection of single storey building for food production	Granted, 14 Dec 1984
74/05778/HIST	Extension to laboratory unit for canned foods	Granted, 06 Oct 1980
74/02721/HIST	Factory Extension	Granted, 07 Nov 1977

74/00431/HIST	Provision of laboratory for food research	Granted, Nov 1974	14
74/00036/HIST	Construction of research lab consisting of food production ext. of office block	Granted, 07 May 1974	

4 Proposed Development

4.1 This Planning Statement is submitted to support the reserved matters application comprising the following:

- Demolition of existing buildings and construction of a logistics/warehouse building providing details of:
 - Layout
 - Appearance
 - Scale
 - Landscaping

4.2 The proposed development is described on the application as follows:

‘Reserved Matters application for the demolition of existing buildings and construction of a logistics/warehouse building, Use Class B8’.

The Proposal

4.3 The proposal comprises the approval of details relating to the matters reserved from the outline permission for use class B8 (storage and distribution), and ancillary E(g) (offices) Use Class for Appearance, Layout, Landscaping and Scale of the proposed development.

4.4 The development incorporates the following content:

- Ground Floor – Warehouse
 - Vertical Circulation Core(s)
 - Warehouse
 - Transport Office
- Ground Floor – Undercroft/Office
 - Reception
 - Vertical Circulation Core(s)
 - WCs
 - Transport Office
- First Floor – Office
 - Vertical Circulation Core(s)
 - WCs
 - Open Plan Office Space
 - Transport Office
- Second Floor – Office
 - Vertical Circulation Core(s)
 - WCs

- Open Plan Office Space
 - External Amenity Space (staff)
 - Third Floor (Possible future fit out uppermost office floor)
 - Vertical Circulation Core(s)
 - WCs
 - Open Plan Office Space
 - Roof Level – Warehouse
 - An indicative roof plan has been prepared which currently shows an indicative location of PVs and rooflights as follows:
 - Circa 96no. PV Solar Panels (each measuring 1.1m x 1.8m)
 - Circa 252no. Roof lights (each measuring 1m x 12m)
 - This shows the unit can accommodate a vast array of PV and rooflights. It is proposed that this detail be fixed at conditions stage.
- 4.5 The proposed building heights extend to 21.6m maximum ridge height and 20m maximum eaves height.
- 4.6 The proposed Gross Internal Floor Area (GIA) amounts to:
- Ground Floor: 19,300 m² / 207,743 ft²
 - First Floor: 658 m² / 6,727 ft²
 - Second Floor: 576 m² / 6,200 ft²
 - Third Floor: 576 m² / 6,200 ft²
 - Total: 21,110 m² / 227,228 ft²

Materials

- 4.7 The proposed development features a refined, minimalist design, using a single, consistent light grey tone across the warehouse façade from base to roofline to provide a visually sleek and contemporary appearance in Huyton Business Park.
- 4.8 The elevation's subtle reflectivity softens the visual mass and responds to natural light. Clean, uninterrupted façade treatments express functional efficiency. At the lower level, a green feature band is incorporated between the ground and first floors of the office accommodation to introduce human scale, visual structure, and a nature-inspired accent.
- 4.9 The proposed materials are detailed in Section 3.5 of the accompanying Design and Access Statement.

- 4.10 The accompanying 3D Visuals (ref: M0255_WilsonRd_Exterior-View01A, ref: M0255_WilsonRd_Exterior-View04A, ref: M0255_WilsonRd_Exterior-View03A) demonstrate the appearance of the proposed warehouse building taking on board the colour tones and materials proposed.

Site Access

- 4.11 The site benefits from two separate vehicular access points off Wilson Road, at the site's south and western boundaries. The Wilson Road boundary runs in a north west to south west direction. The south western site access point (approved by the Outline Permission 22/00284/OUT) will be dedicated to only HGV vehicular access/egress. The north western site access point (approved by a S73 permission 25/00205/FUL) will be dedicated to staff and visitors travelling by all other vehicles and provide pedestrian access.
- 4.12 The access point at the south western boundary leads directly to the service yard which has been positioned along the south eastern elevation away from the site's most sensitive edges. This helps to ensure that the operational activity is screened from the public highway as best as is practicable.
- 4.13 The access point at the north western boundary leads directly to the main building entrance and staff car parking areas which has been located at the western and northern side of the building to minimise potential conflicts between HGV and private vehicle movements. This helps to maintain safe, direct pedestrian routes from parking areas to the main building entrance.
- 4.14 The dual access solution supports effective circulation, ensures greater safety, improves traffic distribution, and contributes positively to the overall functioning of the development. This is in line with the S73 permission (ref 25/00205/FUL) and meets the minimum requirement of modern grade A warehouse occupiers.

Vehicular Parking

- 4.15 The proposed development provides formal spaces for car/motorcycle parking and bays for HGV's and trailers. The car/motorcycle parking spaces are purposely separately from the bays for HGV's and trailers This is detailed within the accompanying proposed site plan (Ref T1306_HWR_7004_P6 - Proposed Site Plan), and is as follows:
- 190 car parking spaces, including 11no. accessible spaces and 20no. EVCP spaces
 - 8no. motorcycle/scooter spaces
 - 20 HGV dock levellers
 - 4 HGV level access bays
 - 38 HGV trailer parking pays

- 4.16 All HGV parking is located within the service yard at the south western side of the building.
- 4.17 Private Car parking is provided at the north west and western side of the building. Motorcycle/Scooter parking is located at the western side of the building.
- 4.18 Eight accessible parking spaces are located within the western car parking area and three accessible spaces located within the north western car parking area.

Cycle Parking

- 4.19 In line with Knowsley Cycle Parking standards, the proposed development provides formal cycle parking in the form of 32 covered Sheffield stands.
- 4.20 The cycle parking is located at the northern western extent of the site, in close proximity to the pedestrian site access point, as detailed within the accompanying proposed site plan (Ref T1306_HWR_7004_P6 - Proposed Site Plan).

Employment

- 4.21 The 2023 Prologis White Paper 'Critical Infrastructure: Driving Employment Growth Within the UK's Logistics Sector' provides an Employment Density Matrix for B8 logistics developments of 1 worker per 97 sqm of floorspace.
- 4.22 Therefore, based on the proposed developments GIA floorspace 21,110sqm, the scheme is estimated to create approximately 217 jobs. This is likely to be split between a range of job types including warehouse staff, drivers, office staff, managerial staff, and others.

Landscaping and Ecology

- 4.23 The proposed development will incorporate a scheme of hard and soft landscaping around the site perimeter, including along the site's frontage onto Wilson Road. This includes the addition of two amenity spaces for staff use at the northern corner of the site and the southern corner and 28no. trees, delivering a net increase of 18 trees to the site. This includes replanting at a 2:1 ratio for the 10no. trees approved for removal by the Outline Permission (ref 22/00284/OUT).
- 4.24 The landscaping scheme also proposes soft landscaping measures including amenity grassland wildflower planting, hedges, reinforced grass and amenity planting.
- 4.25 Hard landscaping measures are also proposed including paving to the amenity areas, 4no. benches and 5no. picnic benches, 2no. shelters and a 0.9m knee rail along the sites western boundary fronting Wilson Road.
- 4.26 The proposed development will install two bat boxes on mature trees along the site boundary, positioned in dark, unlit areas with a clear horizontal flight approach and protected from direct or indirect illumination.

4.27 Whilst the outline application was approved prior to the national Biodiversity Net Gain 10% uplift becoming mandatory, the proposed development will produce ecological enhancements and biodiversity betterment. The accompanying ecological enhancement strategy (ref: BOW1593_Wilson Road, Huyton_Ecological Enhancement Plan_V3) sets out how the scheme will deliver measurable biodiversity benefits through a range of measures across the site, including:

- Plant native trees, scrub, species-rich grassland, and hedgerows, with all removed trees replaced two-for-one.
- Installation of two bat boxes and five bird boxes to increase roosting and nesting opportunities.
- Creation of log piles and natural/artificial shelters for hedgehogs and other wildlife.
- Remove invasive non-native plant species.
- Implement a sensitive lighting strategy to protect bats and maintain dark corridors.

Sustainability

4.28 The following sustainability assessments have been undertaken and form part of this reserved matters application:

- Energy Statement (ref Linden Hill_Policy CS22_Energy Statement_JLL SAS Rev B)
- Building Life Cycle Assessment Options Appraisal Summary (ref LindenHill_BREEAM MAT01_LCA_JLL SAS Rev A)
- Passive Design Analysis (ref LindenHill_BREEAM ENE04_PassiveDesignAnalysis_JLL SAS RevA)
- Low & Zero Carbon Technologies Feasibility Study (ref Linden Hill_BREEAM ENE04_LZCTFeasibilityStudy_JLL_SAS RevB)

4.29 The above accompanying documents have informed the Low Zero Technologies Feasibility Study which is required to address Condition 13.

4.30 The proposed development incorporates a wide array of sustainable measures including high-performance building fabric exceeding minimum regulatory (Part L) U-values, extensive rooflights and daylight sensors to reduce artificial lighting demand, and airtightness standards. The scheme will incorporate roof-mounted solar photovoltaic panels; and air-source heat pumps for space heating.

Drainage

- 4.31 The proposed drainage scheme is currently being designed, and further details will be provided in due course.

Refuse

- 4.32 The proposed site plan and ground floor plan identifies areas for the storage of refuse and recycling material for the proposed building.
- 4.33 By incorporating the refuse and recycling areas away from the site entrances and building approach, this ensures that waste storage does not detract from the character of the development and the area in general.
- 4.34 Further details of the proposed waste storage and collection arrangements are set out in Section 5 below.

5 Waste Storage and Collection Arrangements

- 5.1 In compliance with Condition 12 of the S73 permission (25/00205/FUL), this reserved matters application includes full details of commercial and industrial waste storage and collection arrangements.
- 5.2 As indicated on the accompanying Proposed Site Plan (Ref (ref: T1306_HWR_7004_P6 - Proposed Site Plan) the site incorporates a dedicated refuse area at the south of the site. The store will be able to accommodate 20no. 1100 litre eurobins, enabling occupiers to separate domestic wastes and thus enhance the opportunity for recycling in line with the waste hierarchy and recognised best practices.
- 5.3 In terms of collection arrangements, the internal access roads have been designed to accommodate waste and delivery vehicles, so that they can enter the site, turn around and exit in a forward gear.
- 5.4 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues. To demonstrate this, a swept path analysis for a typical Knowsley Council refuse vehicle has been undertaken and is presented in the accompanying Framework Travel Plan and Transport Note (ref: 5054Fwk Travel Plan and Transport Note).
- 5.5 Accordingly, the site layout and planned operational practices are expected to support the recycling and re-use of a substantial portion of the total waste generated during occupancy.
- 5.6 In conclusion, the development incorporates robust waste management measures including a dedicated refuse storage area and sufficient access for collection vehicles. This ensures efficient recycling and safe disposal in line with national and local policy requirements.

6 Planning Policy Context

Introduction

- 6.1 When determining a planning application, the relevant authority (in this case Knowsley Metropolitan Borough Council) as the Local Planning Authority will be under statutory obligation, as imposed by Section 38(6) of the Planning and Compulsory Purchase Act 2004 to make their determination in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.2 In this instance, the relevant development plan comprises:
- The Local Plan Core Strategy adopted in January 2016
 - Local Plan Policies Map
 - A number of ‘saved’ Unitary Development Plan Policies (2006)
- 6.3 Other material considerations include the NPPF, and a range of Supplementary Planning Guidance adopted by Knowsley Metropolitan Borough Council.

Local Planning Policy

Development Plan Saved Policies

- 6.4 The original Unitary Development Plan (UDP) was approved in 2006 and has since been replaced by the Knowsley Local Plan Core Strategy. All but four of the 82 individual UDP policies were “saved” by the Secretary of State on 12 June 2009. An additional three UDP policies were replaced on adoption of the Merseyside and Halton Joint Waste Local Plan. A further 36 policies were deleted on adoption of the Local Plan Core Strategy.
- 6.5 The following ‘saved’ policies are considered to be of relevance to the proposal.
- 6.6 Policy ‘EC3: Primarily Industrial Areas’ states that primarily industrial areas that are located on the Proposals Map are appropriate locations for Business (Class B1), General Industry (Class B2), and Storage Distribution (Class B8) uses. See figure 1 for Proposals Map extract.

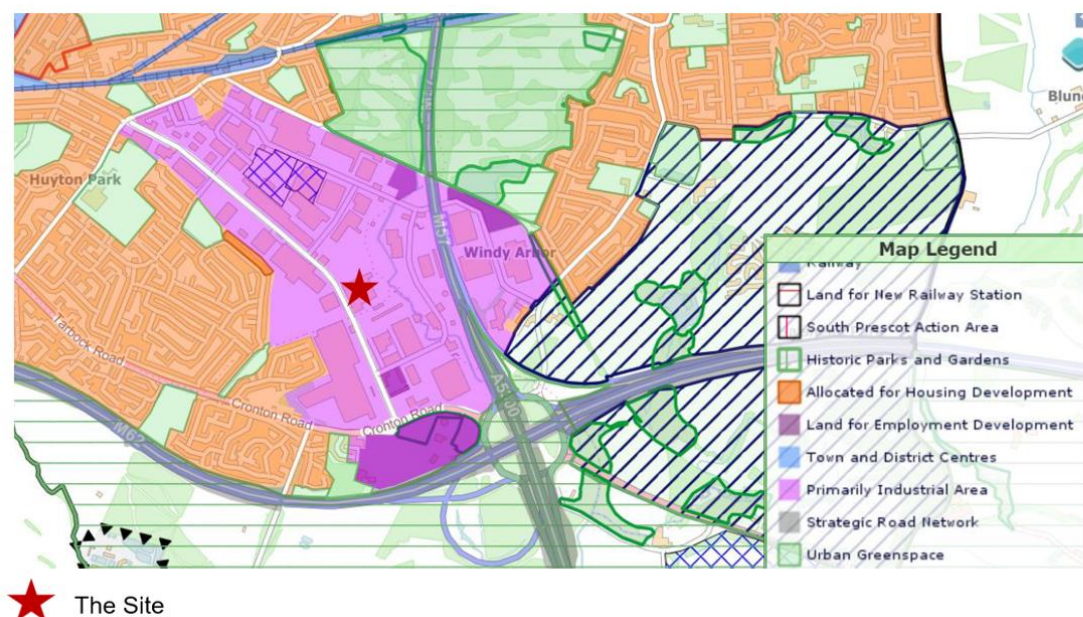


Figure 2: Adopted Policies Map (2019)

- 6.7 Policy 10: Access for the Less Mobile sets out that all new development will be required to have adequate access for those less mobile or with sensory impairments. They must be adaptable to meet lifetime design standards for homes and other buildings in accordance with the Disability Discrimination Act 1995 and its successors.
- 6.8 Policy DQ2: Security in the Built Environment sets out new development should provide good levels of security including:
- a) *'All public highways, footpaths and cycle routes, and car parking areas should be highly visible (including at night) and have good levels of natural surveillance from nearby properties;*
 - b) *The design of buildings and of landscaping areas should avoid creating potential hiding places whilst providing defensible space by giving definition between the public and private realm;*
 - c) *Features such as gates and fencing should be included where necessary to prevent inappropriate access;*
 - d) *entrance doors and windows enjoying good levels of natural surveillance;*
 - e) *Long lengths of blank or uniform fencing or walls should be avoided where these would create dead frontages; and*
 - f) *Large developments should include a mixture of uses and/or types of dwellings to maximise surveillance through the day and night.*
2. *Security features such as fencing, walls, CCTV cameras and lighting (both in new developments and where proposed to provide added security to existing developments) should be designed so as to avoid causing harm to:*
- a) *Visual amenity;*
 - b) *The amenities of occupiers of nearby property; or*
 - c) *Highway safety.'*

- 6.9 Policy DQ4: Trees and Development sets out that all new development should include appropriate tree planting and soft landscaping with regard to the surrounding area. If development affects existing trees, woodland or vegetation that enhance the amenity of the area then provision should be made for their retention. Existing tree surveys are required to be provided with all proposals and where unavoidable loss of a tree is accepted, the developer will have to make adequate provision for their replacement.
- 6.10 Policy ENV3: Light Pollution sets out that development requiring external lighting meet 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.'

Core Strategy Local Plan (2016)

- 6.11 The Core Strategy is the main strategic document within the Local Plan for Knowsley and sets out the strategic policy framework for the district up to and beyond 2028. The Core Strategy was adopted by Knowsley Metropolitan Borough Council in January 2016. The following policies are considered to be of relevance to the proposal.
- 6.12 Policy SD1: Sustainable Development confirms that the Council will take a positive approach in determining planning applications, reflecting the presumption in favour of sustainable development. The Council will work with applicants in a proactive manner in order to identify joint solutions to enable planning permission to be granted wherever possible. Where planning applications accord with the Local Plan policies, planning permission will be granted without delay (unless material considerations indicate otherwise).
- 6.13 Policy CS1: Spatial Strategy for Knowsley sets out the Council's priorities for spatial development. The policy places a focus on development within existing urban areas which are easily accessible from areas in need of regeneration.
- 6.14 Policy CS4: Economy and Employment sets out the requirements for facilitating the right type of employment development within the borough. The policy addresses:
- Overall Development Strategy,
 - Scale and Distribution of Development for Employment Uses,
 - Land Supply for Employment Uses,
 - 'Town Centre' Employment Uses-Retail, Leisure and Offices,
 - Safeguarding of Existing Employment Land
- Provision will be made for at least 164 hectares of land to be developed for employment uses between 2010 and 2028, to be located primarily within the following locations:
- Knowsley Industrial Park (including Knowsley Business Park);
 - Huyton Business Park;
 - Kings Business Park;
 - South Prescott; and

- Jaguar Land Rover (Halewood).

6.15 Policy CS7: Transport Networks sets out the overall transport strategy for the borough as well as the requirements that new developments will have to meet, including:

- Location and design to prioritise accessibility and sustainable modes of travel and where deficiencies are identified, developer contributions will be required to improve the accessibility of the location
- Location and design for large scale developments are in the most accessible locations.
- Travel Assessment and/or Travel Plan
- Compliant with adopted vehicle parking standards for different scales of development
- Measure to mitigate carbon emissions and improve air quality
- Consistency with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.

6.16 Policy CS8: Green Infrastructure: requires Green Infrastructure to be protected, managed, and enhanced to deliver attractive neighbourhoods, promote biodiversity, preserve valued landscapes, and address climate change, pollution, and recreation needs. The policy aims to safeguard and upgrade strategic and local greenspaces, facilitate wildlife movement, improve community access to recreation, and introduce biodiversity into new developments. All new development must provide Green Infrastructure that creates high-quality residential environments, ensures leisure access, and protects or enhances biodiversity, with mitigation or compensation for any unavoidable losses.

6.17 Policy CS19: Design Quality and Accessibility in New Development states that local distinctiveness, identity, and accessibility of places is to be retained. New developments will be expected to integrate characteristics of the surrounding area through materials, scale, mass and density of the existing built environment. Complementing and enhancing the existing environment and provision of landmark buildings will also be expected as well as accommodating social interaction with high quality public realm space.

6.18 Policy CS22: Sustainable and Low Carbon Development sets out how the borough aims to achieve its development needs in a sustainable way so that the link between carbon emissions and growth is broken and communities are protected from fuel poverty. The policy addresses this by encouraging the provision of appropriate renewable and low carbon energy infrastructure and increasing energy efficiency through sustainable construction techniques.

6.19 Policy CS24: Managing Flood Risk highlights that any new development that may cause a risk of flooding will not be permitted and that new developments should be located in areas of low probability of flooding. Where necessary, new development will provide mitigation measures to manage any food risk associated with or caused by the development. The drainage of a new development should be designed to reduce any surface water run off rates.

National Planning Policy Framework (2024)

6.20 The revised National Planning Policy Framework was updated in December 2024 and contains national planning policy for England.

6.21 The 2024 NPPF in paragraph 8 states that ‘the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

***an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

***a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*

***an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy’.*

6.22 Plans should apply a presumption in favour of sustainable development (paragraph 11), which means that, for decision taking they should approve development proposals that accord with an up-to-date development plan without delay.

6.23 NPPF paragraph 12 states that ‘*The presumption in favour of sustainable 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 (Including any neighbourhood plans...) permission should not usually 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 be not followed.*’

6.24 Section 6 of the NPPF is entitled ‘Building a strong, competitive economy’. Paragraph 85 sets out 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*’.

6.25 Paragraph 87 goes on to state that ‘*planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations*’.

6.26 Section 9, Paragraph 110 states that ‘*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (...) opportunities to maximise sustainable transport solutions will*

vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making’.

6.27 Section 11 is entitled ‘Making effective use of land’. Paragraph 124 recognises that *‘planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or ‘brownfield’ land’.*

6.28 Section 12 ‘Achieving well designed places’ paragraph 131 sets out that *‘The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’*

6.29 Paragraph 139 follows on stating that *‘Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵⁴, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:*

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

7 Planning Considerations

Principle of Development

- 7.1 The principle of development for industrial redevelopment has already been accepted on this site, in line with outline planning permission (22/00284/OUT) which was approved on 23 May 2023 for:

‘Demolition of existing buildings and outline application for the erection of a logistics warehouse (use class b8) - approval sought for access (appearance, layout, landscaping and scale reserved for future approval)’

- 7.2 This is further reinforced within the s73 permissions 24/00132/FUL, 24/00427/FUL and 25/00205/FUL.
- 7.3 Within the Knowsley Unitary Development Plan, the site is allocated within ‘saved’ Policy EC3 ‘Primarily Industrial Area’ which states that areas identified as Primarily Industrial Areas on the proposals map are appropriate locations for Business (Class B1); General Industry (Class B2); and Storage and Distribution (Class B8) uses. The proposed use at the site is therefore in line with local policy.
- 7.4 The proposal will substantially increase the commercial potential of the site and support the growth and operational activity of the site and wider industrial area.
- 7.5 The proposed works comprise the demolition of an existing out-dated building that is no longer fit for purpose on a brownfield site, to be replaced by a modern, market leading logistics building. The site is located within an existing employment location, and the proposed development would form part of a cluster of existing logistic sites in proximity to the existing highway network.
- 7.6 The proposal is designed to make the most sustainable use of the site. It currently comprises a 9,863sq m building and the rest of the site is underutilised. The proposed new building will maximise the use of the site and allow for trailer and car park spaces, servicing, access, and landscaping providing an efficient brownfield site.
- 7.7 The proposal is therefore considered wholly compatible with the surrounding uses for Use Class B8 to deliver a warehouse/logistics unit, and wholly in accordance with UDP Policy EC3, Core Strategy Policy SD1 and CS4 and NPPF Paragraphs 8, 11, 85 and 87.

Design

- 7.8 The proposed building will feature a single, consistent light grey tone across the entire warehouse envelope, from base to roofline, providing a clean and unified appearance. A green feature band will be introduced at the lower level of the office section, between the ground and first floors. This approach avoids decorative striping or colour variation and instead uses simplicity and selective accent detailing to deliver a modern, coordinated façade in line with the

design code approved as part of outline permission (ref 22/00284/OUT) and subsequent s73 permissions. The proposed palette of materials is detailed within the accompanying Design and Access Statement (ref T1306_HWR-KMA-XX-XX-RP-A-0001-XX-P3_RIBA Stage 3 - DAS).

- 7.9 The proposed building incorporates a consistent eaves height of 20m and ridge height of 21.6m. Delivering a uniform height is essential to achieving the internal clearance, high-bay storage capacity, and efficient movement systems necessary for contemporary distribution and warehousing operations.
- 7.10 The proposed building has been designed to make effective use of the site to meet a gap in the local market, identified by JLL Industrial and Logistics Agency Team, for big box units. The proposed development will enable the site to differentiate from its surrounding competitors, offer a unique size and volumetric offering in the current local market to be more attract prospective occupiers, yet still be generally in keeping with the wider industrial area.
- 7.11 The proposed building offers a modern fit for purpose logistics unit, designed to be market leading, while reflecting the surrounding area through materials, scale, mass and density of the existing built environment. It is therefore considered the proposed development is in accordance with Core Strategy Policy CS19 and NPPF Paragraphs 124, 131, 139.

Security

- 7.12 The proposed layout has been designed to ensure the site is safe and takes account of public health, crime prevention, and community safety by providing:
- Secure staff and visitor parking.
 - Secure service areas.
 - Low level landscaping.
 - To ensure that the building is well-lit.
 - Strict security standards for all windows and doors.
 - Well-lit staircases and lift lobby.
 - Effective signage to deter unauthorised access.
- 7.13 In addition to these principles, the building will incorporate CCTV to provide a safe, secure environment. Therefore, it is considered that the proposed development accords with UDP Policy DQ2.

Sustainability Measures

- 7.14 The proposed development incorporates a wide range of sustainability measures including high-performance building fabric exceeding minimum regulatory (Part L) U-values, extensive rooflights and daylight sensors to reduce artificial lighting demand, and airtightness standards.
- 7.15 The key sustainability measures will incorporate roof-mounted solar photovoltaic panels and air-source heat pumps.
- 7.16 The arrangement of the proposed PV and Rooflights can be achieved in many ways. An indicative layout has been prepared to achieve a minimum of 15% coverage of the floor plate while working with the structure of the proposed building.
- 7.17 A BREEAM pre-assessment (251110-35 Wilson Road-Preliminary BREEAM Assessment Report) accompanies this Reserved Matters application which concludes that the development achieves a score of 73.64% which equates to BREEAM Excellent. There are also additional measures which could be implemented to reach a score of 81.50%.
- 7.18 The below submitted documents include full details of the low carbon/ carbon neutral energy technologies which are being installed to power the site, required to address Condition 13 of the S73 permission (25/00205/FUL) and Core Strategy Policy CS22:
- Energy Statement (ref Linden Hill_Policy CS22_Energy Statement_JLL SAS Rev B)
 - Building Life Cycle Assessment Options Appraisal Summary (ref LindenHill_BREEAM MAT01_LCA_JLL SAS Rev A)
 - Passive Design Analysis (ref LindenHill_BREEAM ENE04_PassiveDesignAnalysis_JLL SAS RevA)
 - Low & Zero Carbon Technologies Feasibility Study (ref Linden Hill_BREEAM ENE04_LZCTFeasibilityStudy_JLL_SAS RevB) documents
- 7.19 In addition to the low carbon and design efficiency measures, the site will deliver redevelopment of a brownfield site; and is situated in an accessible location within walking distance to residential areas (closest properties are approximately 200m west) and Huyton town centre (approximately 1.6km / 20-minute walk north west).
- 7.20 Overall, the design, construction methods, brownfield nature, and accessible location demonstrate a highly sustainable development within the Huyton Business Park.

Highways and Parking

- 7.21 The site comprises two separate vehicular access points off Wilson Road, at the site's south western and north western boundaries:
- The south western site access point which was approved as part of the Outline application (ref 22/00284/OUT) will be dedicated to only HGV vehicular access/egress and leads directly to the service yard.

- The north western site access point, approved as part of a subsequent S73 application (ref 25/00205/FUL) will be dedicated to staff and visitors travelling by all other vehicles and provide pedestrian access.

7.22 Therefore, the principle for both access points is already accepted, as per the above permissions, and the proposed development has been designed in accordance with these permissions.

Car Parking

7.23 The proposed development will provide 190 car parking spaces, including 11no. accessible spaces, 20no. EVCP spaces, and 8no. motorcycle/scooter spaces.

7.24 In regard to car parking provision, consideration has been given to the Council's current standards which are contained within Appendix A of Knowsley Borough Council's Ensuring A Choice of Travel Supplementary Planning Document.

7.25 In regard to B8 development, the SPD states car parking spaces of '1 space per 100 sq.m.' based on the proposed GIA floorspace of 21,110 sq m, this results in a requirement for 211 spaces.

7.26 Paragraph 4.5 of the SPD standards states that '*For general car parking, the standards define upper limits for new developments. These maximum standards for car parking vary according to the location of a site*' [Our Emphasis].

7.27 As demonstrated in the Transport Assessment (prepared by Markides) approved as part of the Outline Application (ref 22/00284/OUT), the site is well located to generate trips by non-car modes, thus reducing the demand for car parking. This is evident with regards to the latest Census data for Method of Travel to Work, the data for existing residents in the area shows only 54% travel by car as the driver/sole occupier, so again, if trends continue as above, demand for car parking will be further reduced. The census data is detailed further within the accompanying Framework Travel Plan and Transport Note (ref: 5054Fwk Travel Plan and Transport Note).

7.28 It is therefore considered that the proposed parking provision is acceptable and appropriate to serve this scale and type of development.

Cycle Parking

7.29 The proposed development will provide 32 cycle parking spaces in the form of sheltered Sheffield stands.

7.30 In regard to cycle parking provision, consideration has been given to the Council's current standards which are contained within Appendix A of Knowsley Borough Council's Ensuring A Choice of Travel Supplementary Planning Document.

- 7.31 In regard to B8 development, the SPD states cycle parking spaces of ‘1 space per 850 sq.m.’. Therefore, based on the proposed GIA floorspace of 21,110 sq m, this results in a requirement for 25 cycle spaces.
- 7.32 The development will provide ample cycle parking, exceeding the requirements by 7no. spaces. This shows commitment to the objectives of the Travel Plan and will give employees a real choice about how they travel to and from the site.

Servicing and Emergency Vehicles

- 7.33 The site's internal access roads have been designed to accommodate waste and delivery vehicles, so that they can enter the site, turn around and exit in a forward gear, as set out in Section 5 above. This is detailed further in the swept path analysis within the accompanying Framework Travel Plan and Transport Note (ref: 5054Fwk Travel Plan and Transport Note).
- 7.34 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.
- 7.35 Overall, it is therefore considered that the proposed development is entirely in accordance with the Knowsley Borough Council's Ensuring A Choice of Travel SPD, UDP Policies T7, T8, T9 and T10, Core Strategy Policy CS7 and NPPF Paragraph 110.

Landscaping and Ecology

- 7.36 The proposed Landscaping Scheme (ref 13706-FPCR-XX-XX-DR-L-0001-P06-Landscape Strategy Plan) provides hard and soft landscaping around the site perimeter and frontage, including two staff amenity spaces and a net increase of 18 trees. Tree planting includes a replanting ratio of 2:1 for trees removed, under the outline permission, at a minimum of 12-14cm and indicates the location, size and species of the replacement trees. The scheme also incorporates amenity grassland, wildflowers, hedges, reinforced grass, paving, benches, picnic benches, and shelters. This is therefore considered to wholly comply with Condition 14 of the S73 permission (ref 25/00205/FUL).
- 7.37 The proposed landscaping scheme ensures to protect and enhance onsite green infrastructure and biodiversity to create a high quality attractive industrial site and provides adequate compensation for the unavoidable loss of some trees approved to be removed at outline stage. Therefore, it is considered that the scheme is in accordance with UDP Policy DQ4 and Core Strategy Policy CS8.
- 7.38 Whilst the outline application was approved prior to the national Biodiversity Net Gain 10% uplift becoming mandatory, the proposed development will produce ecological enhancements and biodiversity betterment. The accompanying Ecological Enhancement Strategy (ref: BOW1593_Wilson Road, Huyton_Ecological Enhancement Plan_V3) sets out how the scheme will deliver measurable biodiversity benefits through a range of measures across the site, including:

- Plant native trees, scrub, species-rich grassland, and hedgerows, with all removed trees replaced two-for-one.
- Installation of two bat boxes and five bird boxes to increase roosting and nesting opportunities.
- Creation of log piles and natural/artificial shelters for hedgehogs and other wildlife.
- Remove invasive non-native plant species.
- Implement a sensitive lighting strategy to protect bats and maintain dark corridors.

7.39 A Bat Box Plan (ref BOW17.1593_Wilson Road, Huyton_Condition Discharge 8 Bat Box Plan_V2) has been prepared to comply with Condition 8 of the S73 permission (ref 25/00205/FUL) for the site. The plan specifies the installation of at least two Schwegler 2F bat boxes on mature trees along the site boundary, following best-practice installation guidelines for height, orientation, and location in unlit areas. The locations of the Bat Boxes can be seen at Appendix 1 of the report.

7.40 The plan also provides guidance for any future lighting strategy to ensure bat boxes and adjacent habitats are not illuminated, in line with current guidance. In addition, native planting will enhance foraging opportunities for bats. These measures ensure the scheme fully meets the requirements of Condition 8 and is considered in accordance with UDP Policy ENV3.

8 Conclusions

- 8.1 This Planning Statement is submitted on behalf of Linden Hill – Capital Assets – ALX Limited in support of an application at 35 Wilson Road, Huyton, for the following development:

‘Reserved Matters application for the demolition of existing buildings and construction of a logistics/warehouse building, use class B8 including access’.

- 8.2 The principle of development for B8 use has already been accepted on this site, in line with the S73 planning application ref 25/00205/FUL which was approved 05 June 2025 and followed the original outline application (ref 22/00284/OUT) approved on 23 March 2023.
- 8.3 The proposed development responds fully to the requirements of the outline planning permission and national and local planning policy. The scheme provides a modern logistics unit with supporting office accommodation, transport office, high-quality landscaping, and associated infrastructure.
- 8.4 The proposal achieves a high standard of design through a coordinated appearance, efficient building layout, and robust security and sustainability measures. The use of consistent external materials, green infrastructure, and sustainable drainage systems demonstrates a commitment to both functional requirements and environmental responsibility.
- 8.5 The planned approach to waste management, ecological enhancements, and sensitive lighting ensure compliance with all relevant conditions and will deliver biodiversity betterment.
- 8.6 Provision for vehicular, cycle, and pedestrian access, as well as dedicated staff and HGV parking, ensures the development can function safely and efficiently, without adverse impact on the highway network.
- 8.7 The employment and economic benefits associated with this scheme will enhance the operational capability and commercial potential of the wider area. The redevelopment will also enable swift delivery of this important, big box, Grade A warehouse scheme.
- 8.8 This application for reserved matters approval demonstrates how the proposals meet all relevant planning considerations and policy requirements. The reserved matters should therefore be approved for the scheme as submitted.

**We can support you with expert advice that reflects
your business needs and priorities**

Joanna Gabrilatsou

Director

Joanna.Gabrilatsou@jll.com

Yvette Black

Associate Director

Yvette.Black@jll.com

Amy Murphy

Graduate Planner

Amy.Murphy@jll.com

About JLL

JLL (NYSE: JLL) is a leading professional services firm that specializes in real estate and investment management. JLL shapes the future of real estate for a better world by using the most advanced technology to create rewarding opportunities, amazing spaces and sustainable real estate solutions for our clients, our people and our communities. JLL is a Fortune 500 company with annual revenue of \$16.6 billion in 2020, operations in over 80 countries and a global workforce of more than 91,000 as of March 31, 2021. JLL is the brand name, and a registered trademark, of Jones Lang LaSalle Incorporated.