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Our ref Linden Hill Wilson Road S73

27th March 2025

Dear Sir/Madam,

Section 73 of the Town and Country Planning Act 1990 Application to amend the approved planning drawings referred to in Condition 3 and 4 of Planning Permission 24/00427/FUL for the applicant, Linden Hill Capital Management.

On behalf of the applicant- Linden Hill Capital Management- JLL has been instructed to submit an application to vary Conditions 3 and 4 as described above.

Condition 3 is worded as approved:

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

Schedule 1 lists the following plans and documents:

Date Received	Ref. No	Version	Drawing/Document Title
09/05/2022	12156-AEW-XXXX-DR-A-0502 REV P1	-	SITE LOCATION PLAN
02/03/2022	12156-AEW-XXXX-DR-A0518_Access Plan_P1	-	SITE ACCESS PLAN

09/05/2022	12156-AEW-XXXX-DR-A-0007 REV P2	-	DEMOLITION PLAN
09/05/2022	12156-AEW-XXXX-SK-A-0001 REV P2	-	TREE FELLING PLAN
08/02/2023	12156-AEW-RPA-0520 REV P2	-	DESIGN CODE
09/05/2022	12156-AEW-XXXX-SK-A-0003 REV P2	-	TREE CONSTRAINTS PLAN
22/11/2022	22036-MA-XXXX-RP-D-TN03	-	TECHNICAL NOTE TRIP GENERATION
09/05/2022	TA01 REV C	-	TRANSPORT ASSESSMENT
09/05/2022	FW2197_FRA_0 01 V1	-	FLOOD RISK ASSESSMENT
09/05/2022	MARCH 2022	-	TREE CONSTRAINTS REPORT
01/03/2023	12156-AEW-XXXX-DR-A-0503 REV 4	-	REVISED PARAMETERS PLAN
23/05/2022	VERSION 2	-	ARBORICULTURE IMPACT DOCUMENT

It is proposed by way of this S73 application to vary condition 3 to update the approved plans in Schedule 1 as highlighted below:

Date Received	Ref. No	Version	Drawing/Document Title
09/05/2022	12156-AEW-XXXX-DR-A-0502 REV P1	-	SITE LOCATION PLAN
26/03/2025	12156-AEW-XX-XX-DR-A-0518_Access Plan_P3	-	SITE ACCESS PLAN
09/05/2022	12156-AEW-XXXX-DR-A-0007 REV P2	-	DEMOLITION PLAN
09/05/2022	12156-AEW-XXXX-SK-A-0001 REV P2	-	TREE FELLING PLAN
08/02/2023	12156-AEW-RPA-0520 REV P2	-	DESIGN CODE

09/05/2022	12156-AEW-XXXX-SK-A-0003 REV P2	-	TREE CONSTRAINTS PLAN
22/11/2022	22036-MA-XXXX-RP-D-TN03	-	TECHNICAL NOTE TRIP GENERATION
09/05/2022	TA01 REV C	-	TRANSPORT ASSESSMENT
09/05/2022	FW2197_FRA_0 01 V1	-	FLOOD RISK ASSESSMENT
09/05/2022	MARCH 2022	-	TREE CONSTRAINTS REPORT
26/03/2025	12156-AEW-XX-XX-DR-A-0503 P8	-	REVISED PARAMETERS PLAN
23/05/2022	VERSION 2	-	ARBORICULTURE IMPACT DOCUMENT

Condition 4 is worded as approved:

‘The maximum ridge height of any building sited in the area shaded orange on the submitted Parameters Plan Drg No 12156-AEW-XX-XX-DR-A-0503- REV P06 shall be determined in accordance with section AA on the parameters plan.’

It is proposed by way of this S73 application to vary condition 4 as follows:

‘The maximum ridge height of any building sited in the area shaded orange on the submitted Parameters Plan Drg No ~~12156-AEW-XX-XX-DR-A-0503- REV P06~~ 12156-AEW-XX-XX-DR-A-0503 P8 shall be determined in accordance with section AA on the parameters plan.’

Introduction

On behalf of Linden Hill Capital Management please find enclosed an application made under Section 73 of the Town & Country Planning Act 1990 (as amended) to vary Conditions 3 and 4 of Planning Permission 24/00427/FUL, to allow for revisions to the site access plan to provide a second access point.

This application has been submitted via planning portal (ref: PP-13894989) and comprises the following: -

- Completed Application Form;
- Statutory planning application fee of £292.00
- Site Access Plan (12156-AEW-XX-XX-DR-A-0518 P2)
- Parameters Plan (12156-AEW-XX-XX-DR-A-0503 P7)
- Swept Path Analysis Site Access (25132-MA-XX-XX-SK-C-0001 P02)
- Transport Assessment Addendum (25132-MA-RP-D-TN01A and appendices)
- JLL Industrial Agency Letter (Enclosure 1)

Site Context

The application relates to the current John Masons International Ltd site located at 35 Wilson Road, Huyton. The application site is located within the administrative boundary of Knowsley Metropolitan Borough Council. The site is situated south of Huyton Town Centre on Wilson Road, which connects with Cronton Road (A5080) leading to Junction 6 of the M57, an important strategic route within the North West.

The site is bound by an informal car park area to the north of the site both centrally and along the perimeter of the northern boundary and by Wilson Road to the West. To the east and south of the site is open storage space which is currently being used for the storage of caravans. This wraps around the east and south perimeters of the existing building.

The overall site measures 4.37ha which 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.

Background

The Outline Permission (planning reference: 22/00284/OUT) was granted on 23 March 2023 for the following development:

'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).'

As part of the Outline Permission, a Site Access Plan and Parameters Plan were approved under Condition 3 (and the associated list of documents at Schedule 1), which restricts the site plan to one access/egress, as part of any future reserved matters application; and the parameters plan is also referred to in Condition 4.

A second planning permission (24/00132/FUL) was granted on 1 May 2024 under Section 73 of the Town and Country Planning Act (“the Section 73 Permission”), which permitted a variation of Condition 3 of the Outline Permission to replace the approved Parameters Plan. The updated Parameters Plan allows for an increase of the maximum building height from 20m to 21.6m, to be achieved as part of a future reserved matters application.

A third planning permission by way of Section 73 of the Town and Country Planning Act (“the Section 73 Permission”), (24/00427/FUL) was granted on 15 Oct 2024, 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.*’

The Proposed Development – Variation of Condition 3 and 4

It is proposed by way of this S73 application to amend the approved site access plan and revised parameters plan set out in Schedule 1 of Condition 3 and referenced in Condition 4, as set out below:

Approved Plans			
02/03/2022	12156-AEW-XXXX-DR-A0518_Access Plan_P1	-	SITE ACCESS PLAN
01/03/2023	12156-AEW-XXXX-DR-A-0503 REV 4	-	REVISED PARAMETERS PLAN
Proposed Revised Plans			
19/03/25	12156-AEW-XX-XX-DR-A-0518	P2	SITE ACCESS PLAN
19/03/25	12156-AEW-XX-XX-DR-A-0503	P7	REVISED PARAMETERS PLAN

The outline planning permission secures one point of access/egress to the site; however, a second point of access is required to attract a future occupier for this 'big box' scheme and improve safety and functionality of the site.

It is proposed that the access point at the north west of the site (this is an existing access road, into the current John Masons International Ltd operations) be utilised as a second vehicular access point. This second access point will be for car use only and will be sign posted to direct staff to the left and visitors to the right. The existing access road currently measures 4.5m. In order to accommodate two vehicles to enter/exit the site simultaneously it is proposed to increase the road width to 5.5m. The proposed access will benefit from a 2m footway segregating vehicular and pedestrian movements. The footway will be located on the northern side of the carriageway between the building and the road.

The southern access point, approved as part of the original planning permission (22/00284/OUT), and repeated in permissions 24/00132/FUL and 24/00427/FUL, is proposed to be adjusted slightly and shifted north by 5m, the width and radii to remain unchanged. This will enable a more effective site arrangement and is proposed that this access/egress be used for commercial vehicles only.

Justification

Background to Justification

The approved scheme has been reviewed by JLL's industrial and logistics agency team in preparation for marketing of the site to future occupiers. The review has identified a single fundamental weakness in the permission. This relates to there being only one access/egress point which the applicant is informed, does not meet market requirements for big box developments (units of >100,000 sq. ft.).

The JLL Agency team demonstrates that 'big box' developments do not lend themselves to single shared access developments. The Agency team acts for developers, occupiers and owners of big box sites across the North West, the UK and globally. They are specialists in this particular field and include letting agents, investment agents, occupier and supply chain specialists (e.g. regarding fit out requirements which includes external site requirements). Clients include but are not limited to Omega, Panattoni, Cabot and Mountpark.

The current approved site access means that cars and HGVs must share the same access/egress point. This has been recognised as a significant site constraint for several reasons, focussing on the safety and operation of a big box development. A letter (see Enclosure 1) has been issued by JLL's I&L Agency team setting out the reasons for concerns which are also expanded upon below.

Proposed Change Justification

As part of this application an update to the Site Access Plan and Parameters Plan has been produced to reflect the proposed second access point. Additionally, the applicant's transport consultant, Markides Transport, has produced a swept path analysis plan (25132-MA-XX-XX-SK-C-0001 P02) which shows suitable vehicle tracking can take place at the proposed second access. A Transport Assessment Addendum (25132-MA-RP-D-TN01A and appendices) is also included to support the proposal, which sets out that:

'The secondary access will provide a segregated access point to the visitor/employee car parking area, with the existing approved access providing access to only the trailer parking/servicing yard. The introduction of the second access will be beneficial, in terms of safety, as there will be less chance of vehicular conflicts; it also ensures a clear segregation between the operational / servicing areas and the customer / staff parking. It is considered that the largest vehicle that will be entering the car park via the secondary access will be a large transit van. The access road measures 5.5m which is wide enough to accommodate 2 vehicles.'

AutoCAD tracking analysis has been carried out (as seen at Figure 2.2 of the Transport Assessment Addendum (25132-MA-RP-D-TN01A and appendices) to demonstrate that the secondary access can suitably accommodate two-way vehicular movements. It is concluded that the proposed access will be able to accommodate two-way vehicular movements in and out of the site without conflict.

The key change is to separate out bicycle/car movements from HGV movements. By limiting access to a single point of entry/exit poses a number of operational concerns. Cars/bicycles using the same access point as HGVs poses significant health and safety concerns, by increasing the risk of accidents between vehicles when entering/leaving the

site. Additionally, the single access point will exacerbate traffic on Wilson Road when vehicles attempt to gain access to/from the site, which in turn will likely worsen amenity for the users of neighbouring industrial sites. The JLL industrial and logistics team has also advised that the single access point will reduce occupier demand for the space, particularly for logistics and third party logistics (3PL) occupiers.

Conversely, with two access points available, both commercial vehicles and cars/bicycles will be able to move much more safely, freely, and quickly to/from the site. This will in turn lessen traffic on Wilson Road and reduce any impact on neighbouring amenity. It will also help ensure that the space is occupied quickly and utilised to maintain the industrial viability of the local area. Therefore, a second access point is considered essential for the safety, viability and functionality of the site.

The plans and Transport Assessment Addendum, submitted as part of this application, have been undertaken on the basis of a slightly increased floor space. The original planning permission (22/00284/OUT) is an outline application which does not specify an exact floorspace, only offers an indicative total GIA of 19,116 sq m (205,761 sq ft). In order to provide greater flexibility for future occupiers and meet an identified gap in the local market, the plans and Transport Assessment Addendum has been undertaken based on a floor space of 20,568 sq m (221,392 sq ft) total GIA, an uplift of 1,452 sq m (15,629 sq ft), representing less than a 10% increase. It has been identified by the JLL I&L Agency team that there is a gap in the local market for big box units of between 18,686 sq m (201,140 sq ft) and 25,269 sq m (272,000 sq ft). This floorspace increase will enable the site to differentiate from its surrounding competitors and offer a unique size in the current local market, to more effectively attract prospective occupiers.

The Transport Assessment Addendum includes a Trip Generation Assessment Review, which acts as an addendum to the approved transport assessment, to demonstrate the net impact of the increased floorspace in terms of vehicular movements. It concludes that uplift in the total floor area will have an immaterial impact on the existing highway network.

Summary

As demonstrated above, there is clear justification for introducing a second access/egress point into the site. This is already in place as per the existing site; therefore, the principle is already established. The proposal will only enhance safety within the site by reducing any

vehicle conflict and avoid potential backing up of traffic onto the highway, thus presenting an enhancement to the scheme. This will then allow the site to be marketed to logistics occupiers, so the site can be delivered with a future reserved matters approval having confirmed the required access details of the scheme.

Conclusions

Linden Hill Capital Management seeks planning permission to vary Conditions 3 and 4 of Planning Permission 24/00427/FUL, to allow for a second access point be implemented for the site.

The proposed amendments are considered appropriate and are not expected to impact on the principle of the scheme and will improve the operation and safety of the scheme for its users and the local highway network.

It is considered that the proposal is acceptable, and that the variation of Conditions 3 and 4 should be approved.

I look forward to receiving validation of the application, however if you need any further information, please do not hesitate to contact me.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Amy', with a stylized flourish at the end.

Amy Murphy
Graduate Planner

Enclosure 1 - JLL Industrial Agency Letter

Enclosure 1

JLL Industrial Agency Letter

26 March 2025

FAO
Linden Hill Capital

By Email Only

Ref: WILSON ROAD, HUYTON

Further to our conversation regarding the access point for the proposed detached logistics premises situated on Wilson Road, Huyton, I set out our position below.

We strongly advise that the proposed unit allows for separate access points for HGV and car parking. Restricting the access to a singular point of entry/exit has the potential for increased risk of accidents, will increase road congestion as both vehicle types cannot be separated out, and will also limit occupier demand for the premise (particularly for logistics occupiers).

Allowing for separate access points for HGV and car parking is **market standard** for 'big box' Industrial & Logistics units (units of 100,000 sq.ft. plus). Please see the attached brochures for the following Grade A premises, all of which are either built or under construction, are currently being marketed and have a **minimum of 2 entry points**:

- Knowsley 108 (108,320 sq.ft.)
- Knowsley 120 (119,941 sq.ft.)
- Trafford 150, Trafford Park (148,819 sq.ft.)
- Botany 158, Chorley (158,360 sq.ft.)
- L175, Speke (176,084 sq.ft.)
- Aviator 200, Ellesmere Port (198,868 sq.ft.)
- Viking Park, Widnes (201,140 sq.ft.)
- Symmetry Park, Merseyside (272,026 sq.ft.)
- Omega Loop, Warrington (309,663 sq.ft.)
- Bolt 330, Little Hulton (330,000 sq.ft.)
- Crewe 335 (335,000 sq.ft.)
- Omega 420, Warrington (420,872 sq.ft.)
- Arc 500, Birkenhead (494,750 sq.ft.)
- X-Dock 549, Widnes (549,655 sq.ft.)

Operationally, big box sites require at least two entry points and without will not attract occupiers.

JLL's North West Industrial & Logistics team are currently instructed on 2.6m sq.ft. of existing Industrial & Logistics premises and 445 acres of development land. Since 2020, the team have been involved in over 5.5m sq.ft. of transactions involving units of 100,000 sq.ft. and above.

Please let me know if you require any further information.

Yours sincerely

Joe Bostock
Associate – UK Industrial & Logistics

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