

Regeneration and Economic Development Department

APPLICATION NO: 21/00837/FUL

APPLICANT: Thomas Hardie Commercials

WARD AFFECTED: Northwood

DEVELOPMENT: ERECTION OF ADDITIONAL SERVICE BAY TO FORM MOT TESTING CENTRE

LOCATION OF SITE: Thomas Hardy Commercials Ltd, Newstet Road, Knowsley Industrial Park, Kirkby, L33 7TJ

KNOWSLEY LOCAL PLAN ALLOCATION –

Primary Industrial Area

Water Restricted Surface Area - North Area - Kirkby

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)

EC3 - Primarily Industrial Areas

ENV5 - Contaminated Land

TECHNICAL CONSULTATIONS:

Highway Authority - No objections.

NEIGHBOUR NOTIFICATION:

This application was publicised by letters sent to 60 neighbours. No representations have been received.

ARTICLE 35

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

ISSUES AND ASSESSMENT:

PROPOSAL

The application relates to a truck dealership and workshop services site located on Newstet Road. The application is to install an additional service bay to provide an authorised MOT testing facility. The proposed service bay would comprise the test areas for MOT testing of trucks including an inspection pit and would be housed in a building 23.5m x 8.1m sited towards the centre of the site. The building would have a pitched roof with a height to ridge of 10m (5.9m to eaves). The building would have walls of brick with cladding to the upper half with cladding to the roof. The building would be sited at the end

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of an existing workshop building, and the roof would be 0.6m higher than the roof of that building. Existing buildings are to be demolished to provide a parking area for the testing station.

POLICY CONSIDERATIONS

The application complies with the above noted policies.

DESIGN, ACCESS AND CRIME PREVENTION

The design is functional as is the building it would adjoin and is not uncharacteristic of the site and is typical in design of buildings located within industrial estates. The building would not be detrimental to the visual amenities of neighbouring sites or the area in general. The proposal would not raise crime or anti-social behaviour issues.

HIGHWAYS

A document has been provided to state that most HGVs will be 13.8m in length. The HGV included on the swept path is 13.0m in length and is shown to easily be able to navigate the site. A comment was made previously for a swept path to be provided to show that a 16.5m HGV could safely access and manoeuvre within the site and this swept path has now been provided and shows that such a vehicle could access and manoeuvre within the site. There is sufficient area within the site for parking. The proposal would not be detrimental to highway safety or cause adverse impact on the highway network. The Council Highways Engineer has no objections to the application.

RESIDENTIAL AMENITY

The site is located within the industrial park and is not near to residential properties and, therefore, raises no residential amenity concerns. The proposal would be located towards the centre of the site and would not be overly large when taking the context of the site into consideration. The MOT testing typically occurs during usual working day hours. Taking these into consideration the proposal would not adversely impact on the amenities of the neighbouring sites or wider area.

CONTAMINATED LAND

Due to the current use of the site and previous uses, together with the location of the site within the industrial park, a contaminated land Phase 1 site investigation requirement with the findings reported for agreement to the LPA would be prudent. Depending on findings this may lead to a requirement for a Phase 2 investigation to be undertaken and reported for agreement if necessary. This is because if there is contamination, possible receptor paths could be opened-up by the excavation works required for the proposed development.

CONCLUSION

The proposal would be acceptable in terms of appearance and there is sufficient space within the site for parking and HGV manoeuvring. The proposal would not adversely impact on road safety or the highway network. The proposal would allow on-site testing of company trucks and testing of other vehicles. The application complies with planning policies and is therefore recommended for approval.

RECOMMENDATION:

That Planning Permission be granted subject to the following condition(s):-

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

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

Reason: For the avoidance of doubt.

- 3) The materials to be used on the external surfaces of the building hereby permitted shall match those of the existing building in type, size, colour and texture.

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

- 4) Risk Assessment

A Phase I site investigation shall be submitted for written approval prior to works commencing in order to establish whether there are any concerns of contamination from the current or previous use of the site or adjacent sites. This report shall include the results of a desk study, site walkover, and human health and environmental risk assessment.

If identified as necessary by the desk study a Phase 2 site investigation and remediation proposals shall be submitted for approval prior to works commencing. In any event the applicant/developer is requested to contact the Council's Environmental Protection Unit (Tel: 0151 443 4712) as soon as is practicable should previously unsuspected contamination be encountered during the development of the site. A site completion report shall be submitted for written approval prior to occupation confirming that encountered site conditions were as expected and detailing any necessary remedial actions.

Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported immediately to the Local Planning Authority. Development on the part of the site affected must be halted and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to the development (or relevant phase of development) being brought into use.

Reason: In the interests of safety, to prevent pollution of the water environment and to comply with Policy CS2 of the Knowsley Local Plan Core Strategy adopted January 2016 and saved Policy ENV5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
12/11/2021	EX01	A	Location Plan
15/11/2021	PL01	A	Proposed Site Plan
15/11/2021	PL02	A	Proposed Floor Plan
15/11/2021	PL03	A	Proposed Front and Rear Elevations
15/11/2021	PL04	A	Proposed Side Elevations

Lee Osborne

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1 August 2022

Mark Cawood
2 August 2022

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