

**REGENERATION AND ECONOMIC DEVELOPMENT DEPARTMENT**

**APPLICATION NO:** 21/00571/FUL

**APPLICANT:** MJ Quinn

**WARD AFFECTED:** Prescot North

**DEVELOPMENT:** LAYING OUT OF CAR PARK AND YARD EXPANSION ON ADJACENT LAND, CONSTRUCTION OF NEW VEHICLE ACCESS OFF RANGLES ROAD AND ERECTION OF FENCING AND ACCESS GATES

**LOCATION OF SITE:** Land Adjacent To 14 Randles Road, Knowsley Business Park, Knowsley, L34 9HX

**KNOWSLEY LOCAL PLAN ALLOCATION –**

Primary Industrial Area

Land for Employment Development – (E17 School Boys Plantation, Randles Road)

**RELEVANT POLICIES**

**KNOWSLEY LOCAL PLAN: CORE STRATEGY**

CS2 - Development Principles

CS4 - Economy and Employment

CS7 - Transport Networks

CS19 - Design Quality and Accessibility in New Development

CS21 - Greenspaces and Trees

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

EC2 - Sites Allocated for Employment Development

EC3 - Primarily Industrial Areas

**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**

Several applications have been approved at the site including an application for the extension of car parking (04/00071/FUL – approved 31/03/2004) and a lawful development certificate for the construction of hardstanding area for parking provision. (16/00782/CLD – approved 16/01/2017).

**TECHNICAL CONSULTATIONS:**

Arboricultural Officer - No objection subject to conditions to secure a method statement and tree replacement of four trees at a 2:1 ratio with 12-14cm girth.

| Document Reference | Document Issue Number | Document Issue Date |
|--------------------|-----------------------|---------------------|
| PS/DC/OP04/05      | 003                   | 23/9/02             |

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Highways – No objection subject to conditions in relation to security gates, visibility splays and parking areas. Drawings have been provided which highlight that two large vans (7.2m) can access and exit the site at the same time. A 16.5m HGV has also been shown to be able to access the yard via the newly proposed access. Visibility splays of 2.4m x 43m have been shown to be achievable.

United Utilities – No objection subject to conditions in relation to drainage and separate foul and surface water systems.

### **NEIGHBOUR NOTIFICATION:**

This application has been publicised by letters sent to 9 neighbours. No representations have been received.

### **ISSUES AND ASSESSMENT:**

#### **PROPOSAL**

The application is for the laying out of car park and yard expansion on adjacent land, construction of new vehicle access off Randles Road and erection of fencing and access gates.

#### **EMPLOYMENT LAND**

The application site is situated within a Primarily Industrial Area and site allocated for employment development. The car park is in connection with an existing employment use and is therefore acceptable in principle. Overall, the proposal is consistent with UDP Policies EC2 and EC3 and Core Strategy Policy CS4.

#### **TREES**

The proposal would result in the loss of trees, however, these trees are not of sufficient value that they could not be replaced through replanting. This view is supported by the council's tree officer who has no objection to the proposal subject to conditions to secure a method statement and replacement planting at 2:1 ratio. As a result, the application will result in an increase in trees. Overall, the proposal is consistent with Core Strategy Policy CS21.

#### **AMENITY**

The proposal would not harm the amenity of neighbouring properties due to the site's location in an industrial area a significant distance away from any neighbouring houses. The proposal would also not harm the amenity of neighbouring business premises. The proposal is therefore in accordance with Core Strategy Policy CS19.

#### **HIGHWAYS**

The application would not result in harm to highway safety. Drawings have been provided which demonstrate that vans and HGV vehicles can access the site safely and appropriate visibility splays can be achieved. This is supported by the views of the council's highways department who have no objection subject to condition. Overall, given the above considerations, it is considered that there would not be harm to highway safety from the proposal. The proposal is therefore in accordance with Core Strategy Policy CS7.

In order to comply with NPPF Para 112, a planning condition is required to secure electric vehicle charging points.

| Document Reference | Document Issue Number | Document Issue Date |
|--------------------|-----------------------|---------------------|
| PS/DC/OP04/05      | 003                   | 23/9/02             |

c:\users\kilroea\desktop\officer reports\21-00571 - ful - land adjacent 14 randles road knowlsey business park  
knowlsey l34 9hx.doc

## FLOOD RISK

In relation to flood risk, United Utilities have requested a sustainable drainage scheme, however, NPPF para 169 only requires sustainable drainage systems on major developments. The application is not a major development as the site area is less than 1 hectare. Therefore, requiring sustainable drainage system would be disproportionate and contrary to national policy. Instead, a condition will be imposed to ensure separate surface and foul water drainage.

## CONCLUSION

The proposal is acceptable in principle and would not harm the amenity of neighbouring properties, trees, flood risk or highway safety. The application complies with local planning policies and is 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).

- 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) Tree Method Statement

Prior to works commencing a tree method statement shall have been submitted to and have been approved by, the local planning authority. Any works shall be carried out in accordance with the approved details.

Reason: In order to avoid harm to trees during construction.

- 4) Visibility Splays

No part of the development shall be brought into use until visibility splays of 2.4 metres x 43 metres (as per Drawing 2734-001 Received 19th January) , have been provided at the proposed (site access) junction with Randles Road. The splays shall be provided clear of obstructions to visibility above the height of 0.6 metres measured from the footway/verge level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

Reason: To ensure adequate visibility at the junction or site access is made and maintained, and to comply with Policy CS19 of the Core Strategy, adopted January 2016.

- 5) Replacement Tree Planting

| Document Reference | Document Issue Number | Document Issue Date |
|--------------------|-----------------------|---------------------|
| PS/DC/OP04/05      | 003                   | 23/9/02             |

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Prior to the implementation of any landscaping or the removal of trees from the site a scheme for replacement tree planting shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include tree replacement for individual and groups of trees on a 2:1 basis at 12-14cm girth. The scheme should include the location, size and species of the replacement trees. The planting shall be located within the area indicated in the *indicative tree planting area plan (received 10/3/22)*.

The tree planting shall be wholly implemented in its finally approved form in accordance with the approved scheme within the first available planting season following the substantial completion of development. Any tree or other planting which is lost, felled, removed, becomes diseased, or is substantially damaged within a period of five years thereafter shall be replaced in kind during the first available planting season following the date of loss or damage.

Reason: In the interests of visual amenity and to ensure the development complies with Saved Policy DQ4 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

6) Parking Areas

The development shall not be brought into use until the areas indicated on Site Plan Drawing 220-2450-02 Rev B (Received 19th January) 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: In the interests of highway and pedestrian safety and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

7) Electric Vehicle Charging Points

Prior to first use of the car park. Six outdoor, weatherproof electric vehicle charging points readily accessible from a dedicated parking space shall have been provided within the site to serve the building.

All charge points shall be:

- a) A minimum of 7KW, and
- b) at Least Mode 3 or equivalent, and
- c) untethered, and
- d) located in order to comply with the Equality Act 2010 and the accessibility requirements set out in the Building Regulations Part M.

All EV charging points shall be clearly marked as such and their purpose explained to new occupants within any travel planning advice.

Reason: In the interests of air quality, promoting sustainable travel opportunities and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and NPPF Para 110.

| Document Reference | Document Issue Number | Document Issue Date |
|--------------------|-----------------------|---------------------|
| PS/DC/OP04/05      | 003                   | 23/9/02             |

8) Security Gates

Security Gates for the site will kept open during all operational hours to ensure that vehicles accessing the development can do so with minimal delay. The security gates will only be closed when operations cease

Reason: To permit vehicles enter the site with minimal delay, in the interests of highway and pedestrian safety and to comply with Policy CS19 of the Core Strategy, adopted January 2016

9) Separate Drainage

Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

**Informatives**

1) Highways S278

It is an offence to carry out any works within the public highway without the permission of the Highway Authority. The grant of planning permission will require the developer to enter into an agreement under s278 of the Highways Act 1980 with the Council. The applicant is advised to contact [SiteDevelopment@knowsley.gov.uk](mailto:SiteDevelopment@knowsley.gov.uk) to discuss the matter further.

**SCHEDULE 1**

| Date Received | Ref. No     | Version | Drawing/Document Title             |
|---------------|-------------|---------|------------------------------------|
| 19/01/2022    | 220-2450-02 | Rev B   | Proposed Site Plan                 |
| 19/01/2022    | 2734-001    | -       | Visibility Splays                  |
| 19/01/2022    | 2734-002    | -       | Swept Path Analysis 16.5 m vehicle |
| 19/01/2022    | 2734-002    | -       | Swept Path Analysis – 7.5T Van     |
| 10/12/2021    | 220-2450    | Rev A.  | Planning Statement                 |
| 10/12/2021    | BTC2301     | 1       | Tree Survey                        |
| 09/07/2021    | 220-2450-03 | -       | Location Plan                      |

Andrew Hunt

11 March 2022

Alan Kilroe

18 March 2022

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|--------------------|-----------------------|---------------------|
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