

# Speke Road, Garston Planning Statement

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Planning Statement

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November 2015

**Indigo Planning**



Indigo Planning Limited  
Toronto Square  
Leeds  
LS1 2HJ

Tel: 0113 380 0270  
Fax: 0113 380 0271

[info@indigoplanning.com](mailto:info@indigoplanning.com)  
[indigoplanning.com](http://indigoplanning.com)

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# **Speke Road, Garston**

## **Planning Statement**

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# **Speke Road, Garston**

## **Planning Statement**

### **Appendices**

#### **Appendix 1**

Pre-application response from Liverpool City Council – 9  
September 2015

# 1. Introduction

- 1.1. This Statement has been prepared by Indigo Planning Limited (Indigo) on behalf of Netto UK in support of a planning application for the redevelopment of a site on Speke Road, Garston. The site is currently used for mixed uses, and includes a retail unit, occupied by The Bed Shed, The Alexandra Public House and a children's play centre. The site occupies a prominent position on Garston Way, at the gateway to Garston District Centre.
- 1.2. The application seeks permission for the redevelopment of the site to provide a Netto foodstore of 1,045sqm (GIA), together with associated car parking, servicing, and landscaping.
- 1.3. The application is accompanied by the following information:
  - Planning application forms and certificates;
  - Planning drawings;
  - This Planning Statement;
  - Transport Statement and Travel Plan;
  - Design and Access Statement; and
  - Flood Risk and Drainage Assessment.
- 1.4. This application has been subject to pre-application discussions with Liverpool City Council officers including at a meeting on 7 September 2015, where officers confirmed they were supportive of the proposals as highlighted in their pre-application letter dated 9 September 2015. This is provided at **Appendix 1**. Officers' are of the view that Netto will enhance the viability and vitality of Garston District Centre as well as providing significant new investment and new employment.
- 1.5. This Statement is structured as follows:
  - Section 2 outlines the background to the proposals;
  - Section 3 explains the proposed development;
  - Section 4 summarises the planning policy framework against the application should be considered;
  - Section 4 provides an analysis of planning issues; and
  - Section 5 sets out our summary and conclusions.

## **2. Background to the Proposals**

### **Site and surrounding area**

- 2.1. The site is located on Speke Road in Garston District Centre. It is currently occupied by The Alexandra Public House, a children's play centre and car parking. The site occupies a prominent position, at the gateway to the District Centre.
- 2.2. The site is immediately bounded by Speke Road to the north, Horrocks Avenue to the east, Garston Way to the south, and the Woolton Carpet Centre to the west.
- 2.3. The existing Alexandra Public House is not a listed building and does not appear on a local list. However, the Council consider that it is a non-designated heritage asset. This is addressed in more detail in Section 5.
- 2.4. Retail and other commercial uses generally surround the site. As noted, the Woolton Carpet Centre is located immediately to the west and Dunelm is located to the north-east, on the opposite side of Horrocks Avenue. To the north of the site, on the opposite side of Speke Road, there are a number of buildings with retail/commercial uses at ground floor with residential uses above.

### **Relevant planning history**

- 2.5. Planning permission (ref: 90P/575) was granted in June 1990 to erect a retail carpet and furniture store on the site and adjoining land.
- 2.6. More recently a planning application (ref: 09F/1726) to use a retail unit on site for a children's play centre was granted in October 2009.

### 3. The Proposals

- 3.1. It is proposed to demolish the existing buildings, and redevelop the site for a new Netto foodstore, together with associated car parking, servicing and landscaping.
- 3.2. The proposed foodstore will have a gross floorspace of 1,045sqm, with a net sales area of 833sqm. The foodstore will be positioned along the site's southern boundary, with a landscape buffer provided around the majority of the perimeter of the site. The warehouse and service yard will be located at the western end of the foodstore building. Car parking will be provided on the northern and eastern parts of the site.
- 3.3. A new vehicular access point will be created from the northern arm of Speke Road and will accommodate both customer and service vehicles. Pedestrian access is provided via a direct footpath from Speke Road to the store entrance, this route links to an existing pedestrian crossing across Speke Road, which leads to the district centre and the retail units located adjacent to the site.
- 3.4. A total of 65 car parking spaces will be provided, including three disabled spaces and three staff spaces. Cycle hoops will also be provided.
- 3.5. The building will comprise of a steel portal frame structure with a combination of metal cladding for the roof and high level wall panels and masonry brick piers, approximately 3.1m in height with cladding panels between. Powder Coated shopfronts and customer entrance doors located on the south-east corner of the building fronting onto Wakefield Road. The escape and goods in doors will also be powder coated.



## 4. Planning Policy Framework

4.1. This Section summarises the planning policy framework relevant to the planning application. This includes the National Planning Policy Framework (March 2012) and the relevant local development plan. The development plan is the starting point for decision making; however the development plan for Liverpool pre-dates the National Planning Policy Framework (NPPF). Where the development plan such as in this case is absent or relevant policies are out of date, proposals should be determined in accordance with the NPPF.

4.2. Paragraph 215 of the NPPF highlights that:

*“...due weight should be given to relevant policies in existing plans according to their degree of consistency with this Framework (the closer the policies in the plan in the policies in the Framework, the greater the weight that they may be given).”*

### National Planning Policy Framework

4.3. The NPPF was published on 27 March 2012 and sets out the Government’s planning policies for sustainable development and positive growth. Under the NPPF, economic, social and environmental considerations are given equal weight in the decision-taking process.

### Presumption in Favour of Sustainable Development

4.4. Paragraph 14 advises that the presumption in favour of sustainable development is at the heart of the planning system, and should be seen as a ‘golden thread running through both plan-making and decision-taking’. It further explains that for decision-taking, this means:

- Approving development proposals that accord with the development plan without delay;
- Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless:
  - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - Specific policies in the Framework indicate development should be restricted.

### Core Planning Principles

4.5. A set of twelve Core Planning Principles are set out at paragraph 17. which include the following which are relevant to the current proposals:

- Planning should *“proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth”*;
- Planning should *“always seek to secure high quality design and a good standard of*

*amenity for all existing and future occupants of land and buildings”;*

- Planning should “*encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided it is not of high environmental value.*”
- Planning should “*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable*”.

- 4.6. Paragraph 19 adds that the planning system should do “*everything it can to support sustainable economic growth*”.

### **Ensuring the Vitality of Town Centres**

- 4.7. The Government’s approach to planning for town centres and main town centre uses is set out at Section 2, paragraphs 23 to 27, which highlights the government commitment to build strong and competitive economy which promotes town centres.
- 4.8. Paragraph 24 confirms the sequential approach, stating that the first preference for main town centre uses is within town centres. In this case, the proposals are within an existing District Centre. It adds that local planning authorities should recognise town centres as the heart of communities.

### **Requiring Good Design**

- 4.9. Paragraph 56 of the NPPF requires that good design should contribute positively to making places better for people. Paragraph 58 advises that planning policies and decisions should aim to ensure that developments:
- Will function well and add to the overall quality of the area over the lifetime of the development;
  - Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
  - Optimise the potential of sites to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
  - Respond to local character and history, and reflect the identity of local surroundings, while not preventing or discouraging appropriate innovation;
  - Create safe and accessible environments; and
  - Are visually attractive due to good architecture and landscaping.
- 4.10. Paragraph 173 however seeks to ensure that careful attention is given to viability costs in plan making and decision taking. To ensure viability, costs of any requirements to be applied to development should, when taking account of the normal costs of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be delivered.

### **Heritage**

- 4.11. With regard to heritage assets, the NPPF states at paragraph 128 that:

*“In determining applications, local planning authorities should require an*

*applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance."*

- 4.12. Paragraph 132 states that:

*"When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be... As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification."*

- 4.13. In terms of assessing harm to a heritage asset, paragraph 135 adds that:

*"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."*

### **Transport**

- 4.14. The NPPF states that development should only be prevented or refused on transport grounds where the residential cumulative impact of development is severe.

### **National Planning Practice Guidance**

- 4.15. The National Planning Practice Guidance (NPPG) was published on 6 March 2014. The NPPG includes guidance relating to ensuring the vitality and viability of town centres. This guidance now supersedes the PPS4 Practice Guidance, which had remained in place following the revocation of PPS4 (and publication of the NPPF) in March 2012.
- 4.16. The NPPG on ensuring the vitality and viability of town centre underlines the Government's expectations that local authorities adopt a positive approach to planning for new development, and in particular, planning to meet the need for main town centre uses in full.

### **Liverpool Development Plan**

- 4.17. The Liverpool Development Plan comprises the adopted Unitary Development Plan (UDP) 2002 and the emerging Local Plan. The UDP is clearly dated and, therefore in accordance with paragraph 215 of the NPPF, and therefore weight can only be afforded to its policies according to their degree of consistency with the NPPF. However, the proposal clearly complies with the main thrust of the UDP which supports new retail development in existing defined centres such as Garston District Centre. We summarise the most relevant policies to this proposal below.

#### **Liverpool Unitary Development Plan 2002**

- 4.18. The site is located within Garston District Centre on the adopted Proposals Map. Policy GEN 1 seeks to reverse the decline in economic activity, investment and employment which Liverpool has experienced in recent years through identifying Regeneration Areas in which available resources for regenerating the City's economy will be concentrated. These areas include Speke/Garston. It also seeks to encourage small scale economic development in appropriate locations throughout the City.

- 4.19. Policy GEN 5 aims to secure the qualitative and quantitative provision of shopping facilities for all members of the community at locations which are accessible to all the City's residents via the concentration of retail investment in the City Centre and designated District Centres.
- 4.20. Policy S5 states that the vitality and viability of the defined centres will be maintained and enhanced to ensure residents have the best access to shopping and other related facilities.
- 4.21. Policy S6 relates to development in or on the edge of District Centres. It states that retail development will be permitted provided that:
- The design and scale is appropriate to the particular centre;
  - Highways, traffic and servicing issues are addressed to the satisfaction of the Local Authority; and
  - Residential amenity is not adversely affected.
- 4.22. Policy S7 seeks to encourage the improvement of the District Centres including:
- The refurbishment, expansion and redevelopment of existing retail premises in accordance with Policy S16;
  - The maintenance of the shopping function of Primary Retail Frontages through the implementation of Policies S13 to S16;
  - Environmental improvements, including improvements to the quality of shopping frontages, the safety, security, comfort and convenience of pedestrians and the enhancement of open spaces;
  - Transport infrastructure improvements, in particular to public transport and cycling facilities and improving the quality and quantity of car parking provision;
  - The reuse of vacant upper floorspace, particularly for residential uses;
  - Provision of additional social, leisure and community facilities; and
  - The retention of larger development sites for retail development.
- 4.23. The Council consider that the Alexandra pub is a non-designated heritage asset. There are no specific planning policies which require its protection. It is recognised as a traditional public house but does not have the heritage or conservation value to warrant statutory listing. Therefore, its demolition and redevelopment is not restricted by planning policy.

#### **Liverpool Local Plan/Core Strategy**

- 4.24. The Liverpool Local Plan is in very early stages of its preparation and therefore is of limited weight in the determination of this application. The Core Strategy has been under preparation for a number of years, and although work has now ceased on its preparation, it is understood that it will form the basis of the Local Plan. The Core Strategy reached Submission Draft stage.
- 4.25. Of note Strategic Objective 3 seeks to provide vital and viable shopping centres. It encourages sustainable shopping patterns and a sustainable spatial distribution of vibrant district and local centres with a diverse range of quality shops, services, community, health and education facilities, which are highly accessible and meet the everyday needs of local communities. It will protect and enhance the role and function of all district and local centres and focus investment in areas of greatest social and economic need.

### **Garston Village Masterplan**

- 4.26. The Garston Village Masterplan was published in 2013. The aims of the Masterplan are to guide new development, enhance residential, industrial and green space and to reverse the decline of the high street.
- 4.27. The application site is identified as HS04 on the Masterplan. Site HS04 is intended to function as a retail anchor on the eastern end of Garston, and preferably include a supermarket which will attract shoppers to the centre. The redevelopment of this site for a supermarket is described as 'vital' to the health of the centre, as recognised by Council officers in our pre-application discussions.

### **Summary**

- 4.28. The local planning policy framework confirms that the site is contained within Garston District Centre and new retail development is promoted on this site. The regeneration and improvement of District Centres is promoted by the Council, including the expansion and redevelopment of existing retail premises.
- 4.29. The Garston Village Masterplan states that it is the Council's intention to bring this site forward as a retail anchor for the centre, preferably including a supermarket, such to provide the current proposal.

## 5. Planning Considerations

5.1. This section of the Statement addresses the planning issues that arise as a result of the development. These include:

- The principle of development;
- Traffic and transport issues including access;
- Design and heritage;
- Sustainability;
- Amenity issues; and
- The benefits of the proposals.

### Principle of Development

5.2. The site is located within Garston District Centre and the principle of retail development on this site accords with national and local planning policy. The proposals accords with:

- The NPPF by proposing to locate new retail development within an existing centre and proposing sustainable economic development;
- Adopted Liverpool UDP Policy GEN1 by promoting economic activity, investment and employment within a Regeneration Area and encouraging small scale redevelopment;
- Adopted Liverpool UDP Policy GEN 3 by improving the qualitative and quantitative provision of shopping facilities within a District Centre;
- Adopted Liverpool UDP Policy S5 by promoting improved range and choice in convenience retailing within Garston District Centre that will support its vitality and viability;
- Adopted Liverpool UDP Policy S6 by promoting development that is appropriate to the scale and function of the District Centre, that addresses traffic and transport issues, and that does not impact on residential amenity;
- Adopted Liverpool UDP Policy S7 by promoting the redevelopment of existing retail uses, ensuring a high quality design that will enhance and reinforce shopping frontages and will introduce environmental and transport infrastructure improvements; and
- Emerging Core Strategy Strategic Objective 3 by supporting the vitality and viability of existing centres and encouraging sustainable shopping patterns.

5.3. Providing a new Netto foodstore within Garston District Centre is supported by the Garston Village Masterplan. Netto will provide a retail anchor which is considered to be 'vital' to securing the health of the centre.

5.4. Netto will improve the range and choice of convenience needs available to local residents who do not currently have access to a discount foodstore operator. Netto will support the local shopping function of the centre and be well located to support and encourage linked trips within the district centre. The increased attraction of the centre with a new foodstore

and the associated increase in footfall and linked trips will contribute to the overall vitality and viability of the centre.

- 5.5. The new investment from a major national retailer and the associated increase in investor confidence will also support the centre's overall vitality and viability and support wider regeneration efforts.
- 5.6. The principle of development fully accords with the national and local policy framework.
- 5.7. Moreover, Netto will provide new employment, creating employment for those sectors in particular need.

### **Traffic, transport and access**

- 5.8. This application is supported by a Transport Statement and travel plan in accordance with adopted UDP Policy T15.
- 5.9. The Transport Statement assesses the implications of the additional trips likely to be generated by the proposed Netto store on the local highways network.
- 5.10. The Transport Statement concludes that the proposed store is fully in accordance with, and positively delivers, adopted national and local planning policies that relate to transport. The proposals will not result in harm to the highway network.
- 5.11. The Transport Statement addresses the car parking provision and access arrangements.
- 5.12. A vehicular access to the site will be provided from Speke Road which will accommodate both customer and service vehicles. Pedestrian access will also be provided from Speke Road.
- 5.13. It is proposed to provide 65 car parking spaces, including three disabled spaces and three staff spaces. Parking provision meets the requirements specified in the Council's 'Ensuring Choice of Travel SPD'.

### **Design**

- 5.14. A Design and Access Statement accompanies the application and addresses the design elements of the proposals in detail.
- 5.15. The siting and layout of the foodstore has been designed to take account of the surrounding uses and to integrate with the District Centre, as well as the existing services underneath the site which impact on the siting of the store. It is positioned to maximise its exposure to Garston Way and Horrocks Avenue, providing a modern and attractive retail building at the gateway to the District Centre. The store entrance has been positioned in the northern corner of the building to strengthen the prominence of the corner of the building at its nearest point to Speke Road.
- 5.16. Officers highlighted in their pre-application letter that *"Whilst it would have been preferable for the building to have had more prominence to the junction, it is accepted that there are a number of constraints on part of the site which preclude this being able to happen. As such, there are no objections to the location of the building."*
- 5.17. The height and scale of the Netto has been carefully considered to be in keeping with the character of the surrounding area. The proposed building will be single storey in height, and it will not be significantly higher than the existing retail premises and public house.

- 5.18. The building will comprise of a steel portal frame structure with a combination of metal cladding for the roof and high level wall panels and masonry brick piers, approximately 3.1m in height with cladding panels between. Powder Coated shopfronts and customer entrance doors located on the south-east corner of the building fronting onto Wakefield Road. The escape and goods in doors will also be powder coated.
- 5.19. The design and material is appropriate for a commercial location as confirmed by officers in our pre-application discussions. It will provide a modern, high quality retail premises on this prominent gateway site to the District Centre. It will complement modern buildings within the Centre, including the Dunelm store and the mixed use redevelopment on the northern side of Speke Road.
- 5.20. The landscaping will complement the building, and provide screening and enhance the appearance of the site when viewed from the surrounding area and road network. Landscaping will screen the operational parts of the building, such as the service yard, and will help to soften the appearance of the car park and the rear of the building.

## Heritage

- 5.21. The proposal will not have any impact on any designated heritage assets. The site is not within a conservation area or world heritage site, and the building is not listed.
- 5.22. In pre-application discussions, the Council have stated that The Alexandra Public House is of heritage interest and should therefore be considered as a non-designated heritage asset.
- 5.23. The Council do not have a local list and there is no recording of the site in any Council documentation or a Historic Environment Record. The heritage value of the building has not previously been appraised, and the most recent planning application in 2009 on the adjacent land did not consider the impact on the building (ref: 09F/1726). The Council has not advised the historical interest of the Alexandra Public House.
- 5.24. As such, there is no evidence that an assessment of the significance of these buildings has been undertaken.
- 5.25. The NPPF requires that when applicants are assessing the impact of a proposal on a heritage asset, *"the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance"*.
- 5.26. The NPPG states *"A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage interest for their significance to be a material consideration in the planning process"* (Paragraph: 039 Reference ID: 18a-039-20140306).
- 5.27. Our research into the history of the building has indicated that the building has limited interest as a heritage asset. Whilst it is of some age, dating back to the 19<sup>th</sup> century, it is of little architectural value; it is a traditional style part brick, part render building and slate roof. The internal operations are a traditional public house trading layout with full length bar at ground floor level and residential accommodation upstairs. There are no specific features that link the building with the local area or contribute to its identity.
- 5.28. Like the very vast majority of public houses, the building has been in operation serving the local community for many years. In the mid-20<sup>th</sup> century, the building was bordered to the east, south and west by terraced houses, the community of which would have been the customers to the public house. The surrounding area has since been redeveloped and there



is little relationship between the existing building and the rest of the district centre. It is located at the end of the commercial/retail terrace, where there is limited footfall and the traditional characteristics of the building are visually weakened due to the unsympathetic characteristics of surrounding retail buildings.

- 5.29. As such, it does not have evidential, historical, aesthetic or communal value, which warrants the consideration of the site as a heritage asset.
- 5.30. Even if it were decided that the building has some heritage value, it would be of very limited significance, and its loss would be outweighed by the benefits of providing a 'vital' foodstore.
- 5.31. As highlighted in more detail in the Design and Access Statement, the replacement building has been designed to integrate with the district centre. It will provide a much-needed modern, purpose built retail anchor in this under-used part of the district centre and will improve the prominence and exposure of the district centre from the surrounding road network. The building will complement other recent new developments within the district centre and will act as a catalyst for further investment.

## **Sustainability**

- 5.32. The Netto store will be located within a highly sustainable and accessible location within an established district centre which is well served by public transport and within walking distance of nearby local residents. It will represent a sustainable form of development in accordance with the principles of national planning policy.
- 5.33. The proposal is economic development, which will contribute to strengthening the local economy through job creation and local investment. It is in the most appropriate location in a policy terms and will help to support the vitality and viability of the centre by encouraging footfall and linked trips.
- 5.34. The proposal will assist in the delivery of strong, vibrant and healthy communities, by creating a good quality built environment, providing access to local retail facilities that reflect the community's needs and supporting consumer choice and competition.
- 5.35. In short, the proposals are sustainable development and there is a national and local presumption in favour of sustainable development.

## **Amenity issues**

- 5.36. The site lies within a predominantly retail/commercial area. There are a limited number of sensitive uses in proximity to the site. The closest residential uses are on the northern side of Speke Road above ground floor retail uses with the warehouse located in the part of the site furthest away from these residents. However, as confirmed by the Council in their pre-application letter, the residents experience high levels of noise and activity associated with a busy urban centre. As such the proposed operation of the Netto including deliveries will not impact on the amenity of the local residents.
- 5.37. The design of the proposed development is of a high quality which positively promotes integration with the surrounding area and place-making. It will maximise a gateway site to provide a retail focal point for the district centre and encourage more visitors to the centre. It will improve on the dated and poor quality buildings and will include landscaping buffers to minimise its visual impact and enhance its attractiveness.
- 5.38. Netto will not have a positive impact on local amenity, by improving the appearance of the

site and the environmental quality of the area.

## **Benefits of the proposals**

- 5.39. The proposals will have a number of benefits which are relevant when assessing the planning 'balance'. The proposals will improve range and choice of convenience needs, particularly in a location where residents do not currently have access to a discount operator.
- 5.40. It will introduce a new retailer to Garston District Centre and enhance competition. Increased competition amongst foodstore retailers benefits local shoppers. It is also likely to retain additional local convenience expenditure as residents no longer have to travel elsewhere to access discount foodstores. The retention of a greater proportion of local retail expenditure through improving range and choice and reducing the need to travel elsewhere will have spin off benefits for the local community.
- 5.41. The proposals will create new employment for the local community (circa 25 jobs), as well as employment through the construction phases. These jobs have spin-off benefits for the local economy. The roles available will have flexible hours making them attractive to a range of potential employees including those looking for reduced hours whilst studying or raising a family, for example.
- 5.42. The proposals will secure new investment which will have a positive effect on investor confidence in Garston District Centre. This will support other regeneration efforts and the overall vitality and viability of the centre, with the proposal providing an anchor for Garston on a key gateway site. The proposed store is well placed to encourage linked trips with the rest of the centre.

## **Summary**

- 5.43. Located within Garston District Centre, the proposals for a new Netto foodstore are entirely in accordance with the 'town centre first' policy approach to retail development. The size and scale of the proposals accords with the role and function of the centre and will support its vitality and viability, through linked trips and local investment. The proposals will also support wider regeneration aspirations for the centre.
- 5.44. The design of the proposals has been carefully considered to be in keeping with the character of the surrounding area and provide a high quality building on a key gateway site. The layout and siting of the proposal has been considered in relation to the site's exposure to Garston Way and its location at the gateway to the district centre. The loss of the Alexandra public house will be outweighed by the benefits of the proposals.
- 5.45. The proposal will have an acceptable impact on the surrounding highways network. There are no amenity issues that cannot be resolved through planning condition.
- 5.46. There are strong planning grounds for supporting this proposal, which will create jobs and enhance the retail offer of the centre in a sustainable and accessible location. The proposal will assist in delivering local growth and promoting a strong and competitive local environment. The development is sustainable economic development which should be considered favourably.

## 6. Conclusions

- 6.1. This application seeks permission for a new Netto foodstore with associated access, car parking and landscaping.
- 6.2. A summary of the key planning considerations in relation to the proposal is provided below:
- The application site is located in an existing district centre, where the principle of retail development is supported by both national and local planning policy;
  - A Netto foodstore will enhance the vitality and viability of the district centre through increased footfall and opportunities for linked trips by attracting new shoppers to Garston;
  - Netto will meet the shopping needs of the local area which will serve to further enhance consumer choice in a sustainable manner on a site in close proximity of local residents and well served by public transport. It will reduce the length and distance travelled by residents in the local area for their shopping needs;
  - The proposal will create significantly more jobs than existing on the site and the associated investment will improve investor confidence in Garston;
  - The proposal will result in redevelopment of a brownfield site. It will act as a catalyst for the regeneration of the surrounding area in accordance with the Gaston Village Masterplan;
  - The proposal is appropriately designed and will enhance the visual amenity of the surrounding area; and
  - The scheme will have no detrimental impact on highway safety and capacity or on the amenity of neighbouring residents.
- 6.3. There are strong planning grounds for supporting this proposal because it accords with planning policy. It will create jobs, and enhance the retail offer and vitality and viability of the existing district centre on a key gateway site and in a highly sustainable and accessible location. The NPPF makes it clear that proposals for sustainable development should be supported by local planning authorities, with paragraph 14 of the NPPF highlighting that such applications should be granted without delay.





**9<sup>th</sup> September 2015**

**Enquiries to: S Clark  
Contact No: 0151 233 0291  
Enquiry ref: 0557/15  
(Please quote at all times)**

**Andrew Astin**  
Indigo Planning  
Toronto Square  
Leeds  
LS1 2HJ

Dear Mr Astin

TOWN AND COUNTRY PLANNING ACT 1990

**LOCATION:** Land adjacent to Woolton Carpets, Speke Road, Garston,  
Liverpool 19

**PROPOSAL:** To erect single storey food store with associated parking  
and landscaping following demolition of existing  
commercial units.

### **Description of proposal**

The proposal is to erect a single storey food store following demolition of existing commercial structures with associated off site highway works.

### **Site Description**

The application site comprises a site that is currently occupied by Woolton Carpets, a childrens play facility and a public house. The site is bounded by Garston Way to the south, Speke Road to the north, Horrocks Avenue to the east and commercial units to the west. There are also commercial units directly opposite and a large Dunhelm Mill unit on the opposite side of Horrocks Avenue.

The site is at a lower level than Garston Way and there is a large light controlled junction at the corner of Speke Road/Horrocks Avenue.

## **Relevant site history**

Land between 38 Speke Road and 52 Speke Road (19) (including former Tudwal Street)

90P/575 - To erect a retail carpet store and retail furniture store and to layout associated car park (alternative to 89P/1310 granted)  
Granted 25 June 1990

48 Speke Road

09F/1726 - To use retail unit as childrens activity/play centre (Use Class D2)  
(0900 - 1900 hours each day)  
Granted 8 October 2009

## **Planning constraints**

The site constraints below are relevant to the development under consideration but do not constitute a formal response under the Land Charges Act 1975. The site is allocated as a District Centre in the Unitary Development Plan.

## **National planning policies**

National Planning Policy Framework (NPPF)

## **Liverpool Unitary Development Plan policies**

Policy S6 – District Centres  
Policy HD18 General Design Requirements  
Policy HD19 Access for All  
Policy HD22 Existing Trees and Landscaping  
Policy HD23 New Trees and Landscaping  
Policy T12 Car Parking Provision in New Developments  
Policy EP9 Waste Storage  
Policy EP2 Contaminated Land  
Design for Access for All SPD

## **Internal consultations**

The following Council services would be consulted over a planning application (others may be added during the planning application process):

Environmental Health  
Highways  
Drainage  
Urban Design  
Access Officer

## **External consultations**

The following key external organisations/individuals would be consulted over a planning application (others may be added during the application process):

Neighbouring residents/businesses  
Ward Councillors  
Merseytravel  
Health and Safety Executive

## **Pre-application advice**

### **Principle of Use:**

The principle of a retail use within the District Centre is supported both at Local level by way of Policy S6 and at national level through the NPPF subject to more detailed matters of design and highways impact being resolved. To this extent, it is considered that the principle of a retail use is acceptable and welcomed in adding greater vitality and viability into the more vibrant part of the District Centre (subject to the aforementioned matters being satisfactorily addressed).

## **Heritage Issues**

Whilst not Listed or in a Conservation Area, the pub to be demolished is clearly a non-designated heritage asset and therefore any application would need to be accompanied by an appropriate statement within the Design and Access Statement that explains clearly the justification for its loss.

## **Highways Issues**

### Parking

Normally a food store in a District Centre would generate a need for 1 parking space per 16sqm and 1 staff cycle space per 300sqm with 1 customer cycle space per 200sqm. In this instance, the store would be some 1045sqm which would mean a normal requirement of:-

- 66 car parking spaces
- 4 secure staff cycle spaces
- 5 customer cycle spaces

The submitted layout provides for 65 car parking spaces which is considered to be acceptable and any formal application should provide for the requisite cycles spaces. See also comments on site layout.

## Highway Safety

A Transport statement will be required to accompany any application and this should be scoped out to ensure all relevant issues are covered. To this extent you should contact Andy Oates on 0151 233 0321 who will also be able to advise on such matters as stopping up orders and S278 design requirements.

The submitted swept path diagram appears to show a kerb being clipped and this should be addressed prior to any application being submitted.

It is noted that you intend to service the site outside of opening hours and any application should be accompanied by a servicing strategy that deals with all deliveries including fresh produce deliveries. See also Residential Amenity.

A staff travel plan should be submitted with any application.

## **Design**

### Site Layout

Whilst it would have been preferable for the building to have had more prominence to the junction, it is accepted that there are a number of stats on part of the site which preclude this being able to happen. As such, there are no objections to the location of the building.

The proposed layout only has one pedestrian access point off Speke Road which will not deal with desire lines from persons approaching the site from the west where there a number of existing retail units, as well as the Friday market. As such, there should be a clearly defined pedestrian entrance on the western boundary with safe walking routes across the site to access the store entrance.

There are no details provided in terms of any fencing, save for the service yard enclosure and it is understood that the advert hoardings would be removed. Details of all boundaries would need to be provided as part of any application. With regards the service yard fencing, whilst palisade is proposed, this is a very industrial looking solution and a paladin style of fence is far more appropriate.

There is an area of land between the service yard and the site boundary with Woolton Carpets, which has the potential to become neglected and abused given its secluded location from pedestrian movements. As such, this needs to be enclosed within the service yard and could be used to provide secure cycle parking for staff.

There is a trolley bay shown on the layout which is in a very prominent location and it is considered that such facilities, given the small size of the store and distances people would need to travel to return a trolley, should be located closer to the store in a less prominent location.



### Scale/Appearance

The proposed scale of the buildings, as detailed on the indicative sketch, is considered to be appropriate given the scale of developments on this side of Speke Road.

There is no objection in principle to a simple 'box' structure which is typical of many structures in the Speke/Garston area. It is considered however that the entrance feature needs additional work to make more of a statement as sightlines from Speke Road are key. This could be in the form of a canopy that is appropriately picked out using suitable materials/colour, as discussed in our meeting of 7 September. It is also considered that the advert structure that fronts Speke Road should be returned facing Horrocks Avenue as passing vehicles will not know the store exists until they have gone past the junction. These measures will both allow for added value, visually, to be provided as well as highlighting the store and its entrance to customers.

In terms of materials, there are concerns about the use of render panels. Notwithstanding that render in general tends to stain over time, such a material will provide a number of 'blank canvasses' that will lend themselves to graffiti which will be both visually damaging and result in a long term maintenance liability for the store in having to clean them. It is considered that a more suitable cladding system would minimise such instances and could be applied tonally so as to provide visual interest and allow for the building to subtly change in appearance as the daylight changes.

### **Residential amenity**

There are residential units opposite but these are separated by Speke Road and already experience heightened levels of noise and activity that would be associated with a busy urban centre.

No proposed opening hours or delivery hours have been proposed and whilst it is unlikely to be of issue, in the event that any deliveries are proposed to take place between 11.00pm and 7.00am, a noise survey should be submitted. (please also note that even if delivery hours are to be within these hours, a noise survey may be required if there are concerns raised by residents about potential noise disturbance). It is therefore open to you, should you wish to do so, to submit a noise survey with the application.

## **Trees/Landscaping**

There is little landscaping to be affect, or indeed to be replaced however you should seek to maximise the opportunities to provide landscaping (avoiding berry bearing species).

## **Health and Safety Executive**

The site falls within the consultation distances for a Hazardous Installation and therefore the HSE would be consulted on any such application. A pre-application consultation has been undertaken using the PADHI system and that advise does not advise against the grant of consent. Any formal consultation should similarly produce the same response. A copy of the consultation response is attached for your purposes.

## **Application fee**

The application fee for an outline scheme, as submitted, would be:

$$(1) \text{ £385 per 75sqm} = \text{£385} \times 14 = \text{£5390}$$

## **Application requirements**

Location Plan (1:1250)

Block Plan (1:200)

Floor Plans (1:50 or 1:100)

Elevations (1:100 or similar)

Site sections, existing and proposed showing relationship with Garston Way

Existing and proposed Streetscene

Minimum Accessibility Standard Assessment

Transport Assessment

Servicing Strategy

Travel Plan

Design and Access Statement incorporating heritage statement

Please note that, given the identified timescales, it is in your interests to submit as much information as possible to minimise the number of conditions that need to be imposed. Clearly this is a decision for yourself but the things that we would normally condition, but which could be submitted with the application are:-

Full material spec for building (this can be annotated on the elevations and supplemented with product spec)

Hard surfaces details/specifications

Lighting details (design and location)

CCTV (design and location)

Landscaping

Construction Management Plan

Cycle stores/racks

Trolley bays/storage design and location  
Boundary treatments/product specs

Contamination matters are normally dealt with under condition but you are strongly advised to contact Environmental Health to scope the extent required for any survey to minimise the time taken to discharge any future condition. You are strongly advised to start this process given the proximity of a number of nearby sites that have the potential for significant pollution (which may have resulted in migration) such as Garston Gas Works site on the opposite side of Garston Way. You should therefore contact Paul Farrell on 0151 233 6832 to agree any SI.

Case Officer: Stuart Clark

Telephone: 0151 233 0291

Email: [stuart.clark@liverpool.gov.uk](mailto:stuart.clark@liverpool.gov.uk)

### **Freedom of Information Act**

We will generally not preclude access to information on pre-application discussions unless confidentiality is requested in writing. If confidentiality is requested any request for information will be considered within the exemptions provision of the Freedom of Information Act.

### **Note**

Officers will be sensitive and flexible to the needs of the developer and the nature of any proposals but will also be guided by the need to secure the best development and design in accordance with national and local planning policy. There is an expectation that developers will respond positively to advice given when an application is formally submitted.

Yours sincerely,

Stuart Clark

indigo