

Committee: **PLANNING**

Date of Meeting: **10 March 2010**

Title of Report: **S/2010/0146**  
**Land part of former Parcelforce site, Orrell Lane, Bootle**  
(Netherton & Orrell Ward)

Proposal: Change of use of part of former Parcelforce site to general haulage depot

Applicant: Mr Martin Goggins Goggins Transport Company

### **Executive Summary**

This application seeks planning permission to use part of the former Parcelforce depot on Orrell Lane as a general haulage depot. The main issues to consider include the principle of the development as well as its impacts on highway safety and residential amenity.

**Recommendation(s)                      Approval**

### **Justification**

The proposal is considered acceptable in principle and in terms of its impacts on residential amenity and highway safety therefore approval is recommended.

### **Conditions**

1. T-1 Full Planning Permission Time Limit
2. X1 Compliance
3. The site shall be used only for the storage and parking of vehicles and trailer units and no maintenance or engineering works shall be carried out on any vehicle or trailer unit at the site.
4. The idling of stationary vehicles at the site shall not be permitted except for starting from cold which shall be limited to that which enables vehicles to drive from the site safely.
5. No refrigerated trailer units shall be operated when parked at the site.
6. No HGV shall turn left when exiting the site from Orrell Lane.

### **Reasons**

1. RT-1
2. RX1
3. In the interests of residential amenity and to comply with Policies CS3 and EP6

- in the Sefton UDP.
4. In the interests of residential amenity and to comply with Policies CS3 and EP6 in the Sefton UDP.
  5. In the interests of residential amenity and to comply with Policies CS3 and EP6 in the Sefton UDP.
  6. In the interests of highway safety and to comply with Policies CS3 and AD2 in the Sefton UDP.

## **Drawing Numbers**

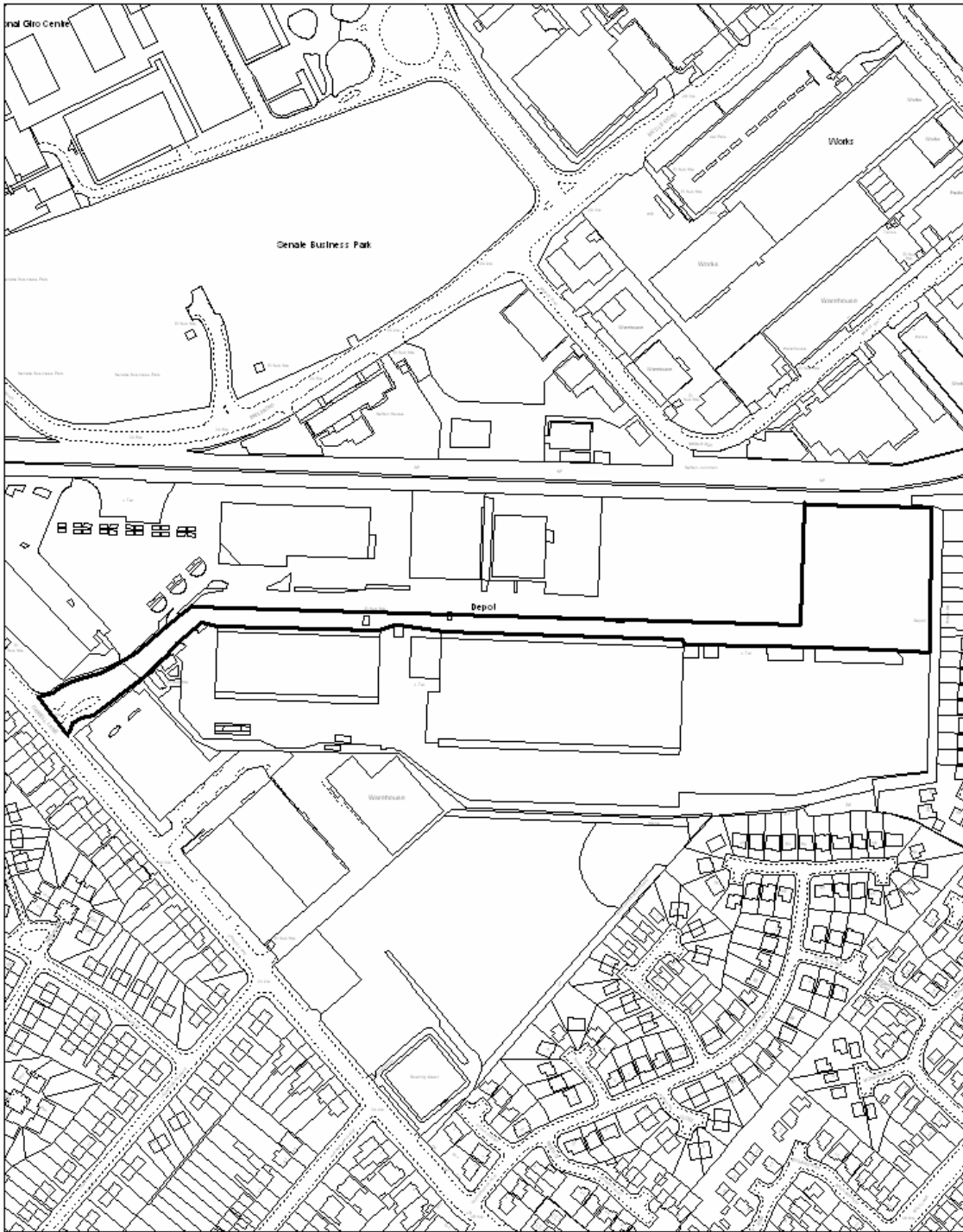
1:2500 Location Plan and 1:500 Site Plan received 10/2/10

## Financial Implications

<b>CAPITAL EXPENDITURE</b>	<b>2006/ 2007 £</b>	<b>2007/ 2008 £</b>	<b>2008/ 2009 £</b>	<b>2009/ 2010 £</b>
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b>REVENUE IMPLICATIONS</b>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

## List of Background Papers relied upon in the preparation of this report

History referred to  
Policy referred to



**Sefton Council**  
**Planning & Economic**  
**Regeneration Department**  
 Andy Wallis - Director  
Planning & Economic Regeneration is part of the  
 Regeneration & Environmental Services Directorate

S/2010/0146  
 Land part of former Parcelforce site,  
 Orrell Lane  
 Bootle  
 OSGR: 335747, 397334    Sheet(s): 91D, 91B, 92B    Area: 12599 sqm

**Standard Site Plan**  
 Scale: 1:3000  
 Date: 23/2/2010  
 Drawn By: BBERT on



Ward(s): Netherton & Orrell  
 Postcode Sector(s): L20 6  
 Polling District(s): D3  
 Parish(es): None Found

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## The Site

The site comprises a vacant concrete yard located in the north eastern corner of Trinity Park (the former Parcelforce site). Trinity Park contains the Peoples car dealership, a new Parcelforce depot, and a large industrial building containing 24 small units. Access to the Trinity Park site is taken from Orrell Lane close to its junction with Bailey Drive and Netherton Way.

There are residential properties to the east of the site and also to the south of the Trinity Park site with further residential properties located on Orrell Lane opposite Trinity Park and its entrance.

To the north of the site lies a former railway line with industrial/commercial premises beyond.

## Proposal

Change of use of part of former Parcelforce site to general haulage depot.

## History

S/2006/0325 - Erection of 12,000 sq ft building for use as a Royal Mail sorting and delivery office together with associated parking. Approved 18/05/06

S/2006/0220 - Outline consent for the erection of 10 buildings comprising 24 industrial units with associated car parking. Approved 18/05/06

S/2003/1166 - Change of use from distribution centre to vehicle sales showrooms and vehicle repair workshops at the front of the premises and B1, B2 and B8 at the rear including extension and alterations. Approved 15/01/04

## Consultations

*Highways Development Control* - There are no objections to the proposal in principle as there are no highway safety implications.

There is a weight restriction on the bridge over the railway line at Orrell Park Station which prevents access by HGVs to Rice Lane/Walton Vale. In addition, the section of Orrell Lane, between the site access and the bridge has predominately residential frontage and as such it wouldn't be appropriate to use this route for access by HGV's.

In view of this, the layout of the junction of the site access with Orrell Lane has been configured to deter HGV's from turning left onto Orrell Lane, however, in order to ensure that drivers of HGV's do not turn left when exiting from the site, an appropriate condition should be added to any approval notice.

*Environmental Protection Director* - A certain amount of protection from noise is

afforded to the adjacent houses to the proposal in Trinity Park at Heatherleigh Close by a close boarded acoustic fence that was erected as part of the overall requirements of previous planning applications within Trinity Park.

Therefore, I have no objection to this proposal in principle. However, to minimise any potential noise impact from the proposed operation, I would recommend that the subsequent issues are addressed.

The proposed site should only be used for the storage and parking of vehicles and trailer units. There should not be any maintenance or engineering works carried out on any vehicle or trailer unit at the premises.

Driver instructions for the site should clearly state that idling of stationary vehicles at the depot is not permitted, except for: starting from cold, which should be limited to enable vehicles to drive from the site safely.

Further, I would recommend, refrigerated trailer units should not be operated when parked at the depot.

The air quality team will contact you directly on any issues with regard to this application.

## **Neighbour Representations**

Last date for replies: 4/3/10

Letters of objection received from 71 and 73 Orrell Lane and from 44 Woodbrook Avenue. Grounds of objection include unsocial hours of operation, noise of HGVs close to houses, dangerous access location already busy with traffic, reduction in property values.

## **Policy**

The application site is situated in an area allocated as Development Site within a Primarily Industrial Area on the Council's Adopted Unitary Development Plan.

AD2	Ensuring Choice of Travel
CS1	Development and Regeneration
CS3	Development Principles
EDT5	Primarily Industrial Areas
EDT6	Development Sites within Primarily Industrial Areas
EDT7	Improvement of Industrial Areas
EP2	Pollution
EP6	Noise and Vibration

## **Comments**

The main issues to consider include the principle of the proposal, its impacts on highway safety and on residential amenity.

The Sefton UDP allocates the application site as part of a 'development site within a Primarily Industrial Area'. The site was used as a depot in the past. There is also a history of planning permissions for business (B1), industrial (B2) and storage and distribution (B8) uses on the whole of the Trinity Park site. A 2006 outline permission granted consent for industrial units in the location of the proposed haulage yard. Whilst a haulage use is considered to be a 'sui generis' use, that is it does not fall within a B1, B2 or B8 use class, it is considered to be a suitable use on an industrial site. The principle of the development is therefore considered acceptable.

Local residents have expressed concern about the hours of operation and noise generated by the proposed use. The proposed hours of operation are 4am to 10pm Monday to Friday, 6am to 4pm Saturdays, and 11am to 3pm on Sundays. It is proposed to park 29 lorries, all 56 ft in length, at the yard. Houses to the east of the site are set at a much higher level than the application site. There is a substantial acoustic fence along the rear of these properties which sits on top of a steep grassed embankment. Previous planning permissions on the site have not restricted the hours of operation and it is not considered appropriate in the current case.

The Environmental Protection Director raises no objection in principle to the proposal and recommends various issues are addressed which can be covered by condition. These include restricting the use of the site for the storage and parking of vehicles and trailer units with no maintenance or engineering works being carried out on the vehicles or trailer units on the site. In addition, unnecessary idling of vehicles should be prevented as well as the operation of refrigerated trailer units. These measures will help to minimise the impact of the proposal on local residential amenity.

Highways Development Control raise no objections to the proposal on highway safety grounds. However, a condition is recommended to prevent HGV drivers from turning left when exiting the site.

Contact Officer: **Mrs S Tyldesley Telephone 0151 934 3569**

Case Officer: **Mrs D Humphreys Telephone 0151 934 3565  
(Tue, Thu & Fri)**