



Knowsley Council

Regeneration and Economic Development
via Planning Portal

Dear Sir / Madam,

Proposed warehouse development for Applied Nutrition

**Former Syntor Fine Chemicals, Acornfield Road,
Knowsley Industrial Park, Liverpool L33 7UW**

1. We are working on behalf of **Ryder & Granite Estates Limited** ('the applicant') for this submission which asks for planning permission to erect a warehouse on vacant, previously developed land within Knowsley Industrial Park, at Acornfield Road.
2. The proposed development would be occupied by Applied Nutrition, an established business located in nearby buildings on the industrial park, needing additional space to accommodate growth and consolidate operations.

Figure 1: Concept Visual – View from Acornfield Road



3. This letter is the applicant's **Planning Statement**, incorporating information relating to **air quality assessment screening** and **health impact assessment**.

Overview

4. Applied Nutrition is one of the UK's fastest growing sports and active nutrition brands, supplying customers globally in more than 60 countries.

MAZE Planning Solutions

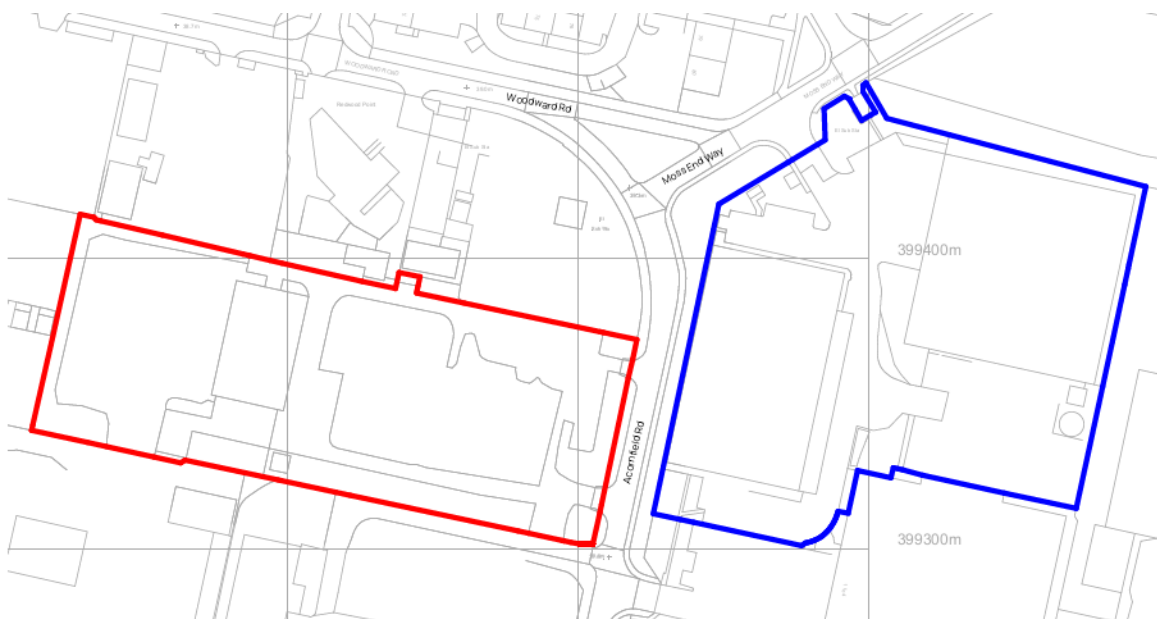
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Regulated by RICS

5. The business creates premium nutrition supplements for professional athletes, fitness enthusiasts, the gym lifestyle community and people looking to supplement their diet with the highest quality health, wellbeing and beauty nutrition.
6. In 2023 and 2024 Applied Nutrition was named in the Sunday Times 'Fastest Growing Companies' list and the business made its debut on the London Stock Exchange in October 2024, providing it with capital to support continued growth.
7. The business is headquartered at Knowsley Industrial Park, where additional space is now required to provide more warehousing capacity, together with improved office and welfare facilities for the 200+ existing staff and future employees.
8. Applied Nutrition has reached agreement with the applicant to lease the building proposed in this planning application, which would provide 7,732 m² (83,227 ft²) gross internal area (7,950m² gross external area) primarily for warehousing and distribution on a site of 14,525 m², together with car parking and landscaping to ensure comprehensive regeneration of the vacant former Syntor Fine Chemicals site.
9. The proposed building would be composed of:
 - 6,763 m² warehouse (87.5% of gross internal area)
 - 969 m² office and ancillary uses (13% of gross internal area)
10. One existing site building would be demolished to clear the site for redevelopment and two small utility buildings retained:
 - 1,067 m² industrial shed demolished
 - 22m² switch room and 6m² utility building retained
11. The application site shown edged red on **Figure 1** is located next to Applied Nutrition's established HQ, identified by the blue lining.

Figure 2: Application Site



12. The proposed warehouse would be typical for a modern employment building in an industrial park setting – a steel portal frame construction with roof and wall cladding to create the building envelope. It is proposed to vary the cladding type and colour to provide visual interest and clearly identify the office and welfare facilities.
13. The building would be served from existing but improved site access points from Acornfield Road, providing segregated access for commercial vehicles and a mix of ground level and dock loading bays within a dedicated service yard, sized to allow commercial vehicles to turn, load and unload within the site.
14. The proposed development would provide significant drainage betterment, by the installation of new surface water attenuation and treatment systems and it would also include elements of soft landscaping to provide greenery and support biodiversity net gain objectives.
15. The **Design and Access Statement** (BDN, S4711-BDN-XX-XX-RP-A-(05)5001) provides additional description of the development.
16. For the purposes of applying planning policy and providing appropriate supporting information to the local planning authority the proposal is categorised as a ‘major development’ - being 1,000m² or more.

Planning history

17. Planning history records logged on the Council’s public access system provide summary information for historic development control applications at the site. The applications listed below have been determined in the last 10 years:
 - 21/00840/FUL, erection of six containerised gas-powered generators and related development creating an electricity generating facility, approved 21 June 2022.
 - 15/00419/FUL, remediation works of contaminated site using ex-situ bio remediation, approved 03 September 2015.
18. The June 2022 energy permission has a 3-year period for implementation so recently expired. It is noted that the approval was conditional upon the submission of a remediation strategy to ensure contamination risks on the site area addressed.

Pre-application advice

19. Council officers provided pre-application advice for the proposed development on 21 January 2025 (ref 24/00058/PREAPP). Officer opinion confirmed the development proposal would likely be supported by the local planning authority if it were to be submitted for planning permission because:
 - the application site’s location within a Primarily Industrial Area makes it acceptable in principle for class B8 warehouse development;
 - the scale and appearance of the development envisaged is appropriate for the site and its established business park surroundings; and

- proposed access and parking arrangements present no obvious problems. The site can be served from existing junctions, with some improvement required, and appropriate provision has been indicated for car parking.
20. The officer advice recommends some layout adjustments to ensure appropriate placement of secondary components of the development and that further consideration should be given to landscaping, boundary treatment and the use of low carbon and renewable technologies.
21. A checklist of information required for this planning application was provided by officers and has been followed.

Supporting information

Air Quality Assessment Screening

22. The proposal is a major development and requires a Transport Assessment to be undertaken, so the need for air quality assessment (AQA) has also been considered in accordance with the requirements for major development set out in Item 3, Section 2 of the Council's guidance on local validation requirement (February 2019).
23. The validation requirements state:

"An assessment will be required where there is the risk of significant air quality effects, either from a new development causing an air quality impact or creating exposure to high concentrations of pollutants for new residents"

24. The validation requirements refer to the January 2017 guidance published by EPUK & IAQM – Land use Planning & Development Control: Planning For Air Quality. On the need for AQA, paragraph 6.6 of the guidance says:

"To a large extent, professional judgement will be required to determine whether an air quality assessment is necessary as it is not possible to apply an exact and precise set of threshold criteria to cover the wide variety of development proposals"

25. Screening indicates that AQA is not required for the following reasons:
- Fossil fuels are not proposed for space or water heating and there are no other combustion plant or similar sources of emission to air associated with occupation of the building.
 - Air quality is generally improving over time in Knowsley, as recorded in the Council's latest Air Quality Annual Status Report (June 2024).
 - The site is not situated in an Air Quality Management Area (AQMA) and there are no nearby AQMA that could be impacted
 - The proposal does not introduce a new emissions source. It is redeveloping an existing industrial site with established traffic attraction attributable to it – cars, light vans and heavy duty vehicle movements.

- The proposal would not cause a significant change in light duty vehicle (LDV) traffic flows on local roads, where the applicable threshold of significance is 500 annual average daily traffic 'AADT' (EPUK & IAQM Guidance, Table 6.2). Goods would primarily be moved by heavy duty vehicles with low numbers of light duty vehicle trips anticipated.
- The proposal would not cause a significant change in heavy duty vehicle (HDV) traffic flows on local roads, where the threshold of significance is 100 AADT (EPUK & IAQM Guidance, Table 6.2). The applicant's Transport Assessment (para 4.17) predicts around about 50 total HGV movements each day, well below the threshold of significance.
- Creation of the warehouse adjacent to Applied Nutrition's established manufacturing facility will remove existing unnecessary trips on the local road network by providing a single warehouse facility as a replacement for two remote storage facilities that are currently used and result in raw material and finished products being double handled.
- The development would not introduce a new junction or remove any existing junction, causing a change in traffic flow. The development would be accessed from Acornfield Road using the existing site access points, with geometry improved to ensure all vehicles can pass through the access junction and into the site easily (EPUK & IAQM Guidance, Table 6.2).
- There would be no material adverse impact on site use or the local road network, or any change leading to adverse impact on any relevant local receptors.

Ecology and biodiversity

26. A **Preliminary Ecological Appraisal** (Urban Green, June 2025) including a bat roost assessment has been undertaken to provide information about current ecological conditions and features on the site and within its sphere of influence.
27. The report records that much of the site is hardstanding. It does not contain habitats of principal importance. There are no sites of national importance within 5km and one statutory ecological designation site within 2km. None would be adversely impacted by the proposed development.
28. There are no priority habitats on the site and none nearby that would be adversely impacted. Urban Green found no evidence of site use for most protected species, including use of existing structures by bats. Small numbers of oyster catchers (amber list) and herring gulls (red list) were observed foraging and commuting, including a nesting pair of gulls.
29. To safeguard ecology during construction the report recommends production of a precautionary working methods document covering nesting birds, bats, badger, common amphibians and covering the requirement for an Ecological Clerk of Works to supervise its implementation. There should also be a Construction and Environmental Management Plan to ensure that work undertaken on site follows environmental best practice. Finally, Urban Green recommends that lighting should be designed so it is sympatric to bats and any vegetation clearance should be completed outside the core breeding bird season (March to August inclusive).

30. The **Biodiversity Net Gain Statement** (Urban Green, June 2025) records that there are no habitats present on the proposed development site which would be attributed value in the Statutory Biodiversity Metric calculation. The site therefore has as baseline value of zero units for existing habitat areas and no other assets such as hedgerows and water features are present on the site.
31. In accordance with details set out in Schedule 7A of the Town and Country Planning Act 1990 (Biodiversity Gain in England) the proposed development works are *de minimis* and should be exempt from the national biodiversity gain condition because they would not impact any priority habitat and impact less than 25 square metres of onsite habitat area and less than 5 metres of linear habitat.
32. Notwithstanding exemption from nationally applicable BNG condition, the applicant proposes to incorporate opportunities for biodiversity enhancement through the proposed landscape planting scheme that will support and encourage use of the site by nature.

Flood risk and drainage

33. The application site's use for warehousing has low vulnerability in the event of flooding. Environment Agency mapping summarised in the applicant's **Flood Risk Assessment** (BDN, S4711-BDN-XX-XX-RP-C-01) records that parts of the site are classified as Flood Zone 2 - land with a medium probability of river (fluvial) flooding. There is also some risk of occasional surface water (pluvial) flooding to be considered when designing drainage systems for the proposed development.
34. There is a low likelihood of flooding occurring from all other commonly assessed sources of risk – tidal; groundwater; sewers; canals; reservoirs and lakes.
35. BDN drawing S4711-BDN-XX-XX-DR-C-0101 contained in the applicant's **Drainage Strategy** shows proposed arrangements for site drainage, providing significant betterment to existing flood risk conditions and water quality over the current free-flow drainage, achieved by the installation of:
- an attenuated drainage system to receive all roof and surface water
 - permeable paving to car parking spaces to receive, treat and attenuate surface water flows
 - a full retention separator to provide treatment of all roof and surface water flows for suspended solids, metals and hydrocarbons
 - hydrobrake control of water discharging from the site to the public drain limited to 5.0 litres /second, being the equivalent of greenfield run off rate.
36. The proposed warehouse use will not create any effluent flows so domestic fowl waste from sinks and toilets can be directed to the existing main sewer.

Ground conditions and contamination

37. The applicant commissioned site investigation reports to ensure a full understanding of contamination risks associated with regenerating the previously developed industrial land and making it safe for future users. The **Phase 1 preliminary risk assessment** (Spire, October 2024), **Phase 2 geoenvironmental appraisal** (Spire, February 2025) and proposed **Remediation Strategy** (Spire, March 2025) are included in the planning application package.
38. The application site has a long history of industrial use. Early 1960s Ordnance Survey plans show it as an oil storage depot, with surrounding areas an established industrial estate. By the 1990s the site had been developed with a series of structures and work units, but by 2013 most of the application site had been cleared, leaving it as it today, with a standalone industrial building centrally located and surrounded by mainly hardstanding.
39. The Phase 1 report identified a risk of shallow contamination from these past industrial uses – possible residual hydrocarbon and organic contaminants and asbestos not dealt with by previous remediation work known to have been undertaken on the site.
40. The Phase 2 report has explored the identified risks, including the recovery of physical material and data from a series of boreholes and trial pits. The investigations record shallow made ground to a maximum depth of 1.2 metres below the current surface which overlies firm and stiff cohesive glacial till deposits, and below that solid geological sandstone at a depth of about 10 metres to the rockhead. The ground is suitable for conventional shallow strip and pad foundations and a ground bearing slab.
41. The intrusive investigation and lab testing of recovered material has confirmed there is no evidence of gross contamination. Residual contamination is present in some areas of shallow made ground where elevated levels of volatile and semi-volatile organic compounds are potentially harmful to the health of construction workers and future site users.
42. The Remediation Strategy explains measures and controls necessary to ensure the risk to construction workers can be managed and that any surplus or contaminated material leaving the site is handled and recorded appropriately as waste. Future site users would be protected by:
- a clean capping layer of uncontaminated material across the whole site
 - installation of a barrier system in the new construction to prevent any hydrocarbon or other vapour transfer to the surface of the development
 - sealing of surfaces achieved by installation of the building slab and yard spaces; and
 - placement of a high-visibility contamination membrane at the interface of made ground and clean capping layers within areas of soft landscaping and below proposed areas of permeable parking to warn against future exposure.

Health impact assessment

43. The Council's Planning Validation Requirements guidance note (February 2019) directs that a **Health Impact Assessment** is required for industrial and commercial development exceeding 1000 m². The application package includes a Health Impact Assessment undertaken using the Council's proforma document.
44. The Council's Local Plan seeks to tackle the causes of deprivation and disadvantage, including by meeting the need for new employment; improving business productivity and employment levels in Knowsley; reducing economic, environmental, education, health and other social inequalities between Knowsley and other parts of the UK; and providing opportunities for positive lifestyle choices and health improvement for people of all ages.
45. The National Planning Policy Framework (NPPF) also requires planning decisions to support the objective of achieving healthy, inclusive and safe places. Relevant considerations noted in the NPPF include the promotion of social interaction, creation of places that respond to crime and disorder risk and which support healthy lives, such as through the provision of safe accessible green spaces.
46. The Health Impact Assessment identifies how the proposed development would make a positive contribution to the health-related aims of the Local Plan. The merits of the development are numerous and ensure it will result in positive outcomes, including for sustainability of construction and use of an energy efficient building; local employment opportunities; workplace health and fitness facilities; and travel mode choice.
47. The proforma assessment concludes there is an absence of negative features of the development in relation to the Council's health and wellbeing aims.

Transport and travel

48. The **Transport Statement** (iTransport, March 2025) submitted in support of the application explains that the development would meet all safety and planning policy requirements such that there are no transportation or highway reasons to refuse planning permission.
49. The development would form part of the established commercial community within Knowsley Industrial Park, which has good accessibility to local amenities and services by a choice of travel modes.
50. The proposal provides safe vehicular access, segregating cars and commercial vehicles and it incorporates appropriate car parking to meet the requirements set out in the Council's Choice of Travel Supplementary Planning Document. Provision is made for disabled users and electric vehicle charging infrastructure.
51. The proposed service yard provides turning and loading space for heavy goods vehicles so that all movements to and from the site would be in a forward gear.

52. Analysis of likely vehicles movements associated with the development demonstrates that there would be no material adverse impact on the function of the highway network and no unacceptable impact on highway safety. All trips can be accommodated by existing infrastructure and no mitigation is required to ensure the development is acceptable.
53. The **Travel Plan** (iTransport, March 2025) provides a framework and advice on practical measures to enable site users to increase the choice and use of sustainable modes of travel and, in doing so, supporting increased mobility, meeting environmental targets and improving health and well-being.
54. The building occupier would appoint a Travel Plan Coordinator at an early stage to gather information about staff travel habits and preferences, actively promote the use of sustainable travel modes, monitor outcomes and review the plan periodically to ensure it remains relevant and effective.
55. Subject to information gathered at inception, the Travel Plan could include a variety of measures to minimise the need for car use, such as:
- a welcome pack to provide staff with information on public transport, local services, cycle and walking routes
 - a car sharing scheme, combined with a guaranteed ride home
 - cycling and walking buddy schemes
 - creation of personalised travel plans to support and encourage a shift to more sustainable modes.

Sustainability and Energy

56. Sustainability is a broad concept and covers environmental, social and economic considerations. The applicant has provided a **Sustainability and Energy Statement** (Ensphere, March 2025) recording the development's sustainability credentials.
57. At a strategic level, the creation of new industrial space will enhance employment for local people, improve the local economy, increase the wealth and lifestyle of employed individuals and contribute to local business rates revenue.
58. A range of sustainable design features are proposed and construction work would be responsibly managed to ensure minimal impact on the environment and local community, delivering a building that would incorporate:
- high performance building fabric
 - all-electric space and hot water heating systems, with an air source heat pump providing heat for the office areas
 - roof mounted photovoltaic panels harvest solar energy
 - water saving sanitary fittings and appliances
 - use of materials with low embodied carbon
 - efficient operational waste management.

59. The statement concludes that the development would be in line with the overarching principles of sustainable development as well as the policy requirements of the National Planning Policy Framework and policies of the local authority. When implemented, it will provide an efficient and low carbon development.

Social value

60. Knowsley Council has partnered with procurement specialist, Fusion 21, to enable major development projects in the district to contribute towards the provision of training and work opportunities for local residents.

61. The application is accompanied by a **Social Value Strategy**, prepared by Fusion 21, detailing the principal activities and actions that would be undertaken during the construction phase of the development.

62. The applicant will enter into a planning agreement (a 'section 106 agreement'), committing to the delivery of a minimum of 42 social value weeks during the construction phase, to be implemented with support from Fusion 21 and Knowsley Council. **Draft heads of terms** for the proposed planning agreement are provided as part of the planning application submission.

63. The Social Value Strategy focuses on the provision of skills training and employment opportunities in the construction sector and retaining construction related expenditure locally. The practical measures may include, but are not limited to:

- apprentice opportunities
- immediate jobs opportunities
- participation in careers events
- mentoring opportunities for Knowsley businesses and residents
- work experience and placement opportunities
- meet the buyer events.

64. In addition to the construction phase activities, which would largely be administered by the lead contractor, the proposed building user, Applied Nutrition, will create new job opportunities when it takes occupation of the building.

65. The warehouse facility will provide additional capacity for business growth, including expanded head office facilities. The company has a strong track record of employing local workers, providing workplace training and opportunities for personal development and progression, as well as supporting good causes. These include:

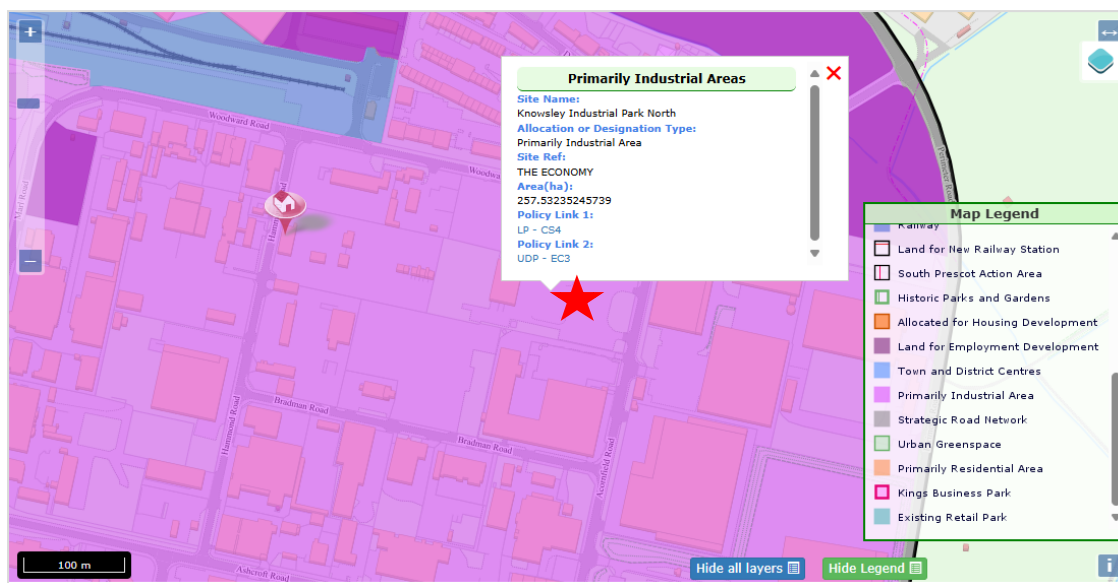
- training personnel as forklift operators.
- workplace first aid
- personal wellbeing, including plans for an on-site gym
- support for Alder Hey Children's Hospital and Acorn Farm, Kirkby.

Planning policy overview

Knowsley Local Plan Core Strategy (January 2016)

66. The application site is designated as a Primarily Industrial Area on the Local Plan Policies Map. **Figure 3** provides an extract showing that the designation covers the application site and all surrounding land at the established industrial park.

Figure 3: Local Plan Policies Map Extract



67. Core Strategy **Policy CS11: Principal Regeneration Area – Knowsley Industrial & Business Parks** – supports regeneration by providing encouragement for a mix of new high-quality development for business, industry and warehousing. The area north of South Boundary Road, which includes the application site, is identified as a focus for general industry and warehousing activities (use Classes B2 and B8).

68. Other Core Strategy policies relevant to the proposed development include:

- **CS1: Spatial Strategy for Knowsley** – emphasises the merits of accessible urban areas as a focus for development, including reuse where possible of previously developed land. Policy priorities include enhancement of existing employment areas, with Knowsley Industrial and Business Parks identified as one of the districts 'Principal Regeneration Areas'.
- **CS2: Development principles** – new development is expected to support: (1) promotion of sustainable economic development; (2) reducing carbon emissions and adapting to climate change; (3) reducing the need to travel and increasing accessibility; (4) recognising and working with environmental limits and assets, and understanding local character and quality of place to deliver enhancement; (5) making efficient use of available resources and infrastructure, in line with the Spatial Strategy.
- **CS4: Economy and Employment** details the Council's overarching employment development strategy, which includes supporting sustainable economic growth and meeting the development needs of established and emerging employment sectors; enhancing the quality and efficiency of land use within exiting employment areas; and improving accessibility to an appropriate range of jobs

- **CS7: Transport networks** – requires new development to make provision for travel mode choice and prioritise sustainable modes; directs larger scale proposals to the most accessible locations; requires applicants for planning permission to provide transport and travel plan information; requires compliance with parking standards; and, where appropriate, development must include measures to mitigate carbon emissions and improve air quality .
- **CS8: Green infrastructure** – new development must protect, maintain and where possible enhance biodiversity, providing space for nature; provide adequate mitigation and/or compensation for biodiversity loss where harm resulting from development is unavoidable.
- **CS19: Design quality and accessibility in new development** – explains that quality of place will be improved by expecting new development to enhance local distinctiveness, identity and accessibility. The policy requires the promoters of development to address integration with existing development; provide for safe, secure movement that prioritises sustainable modes and meets the needs of all users; demonstrate community engagement during the design phase of major development; ensure neighbour amenity is not unduly impacted; and to address crime and anti-social behaviour opportunities. The policy also emphasises the need for consideration of climate, social, economic and environmental change, highlighting other Core Strategy policies covering those subjects.
- **CS22: Sustainable and low carbon development** – requires new development to meet high standards of sustainable design and construction to minimise carbon emissions. Sustainable construction principles are outlined, including limiting energy use and managing flood risk.
- **CS24: Managing flood risk** – resists development that may cause an unacceptable risk of flooding on the development site or elsewhere, directing development to areas of low flooding probability. Larger development proposals must provide a Flood Risk Assessment and provide for mitigation measures where necessary to manage identified risks. New drainage should reduce surface water run-off rates to greenfield equivalent.
- **CS26 Waste management** – explains that the council expects new development to minimise the creation of waste and include provision for collection and recycling of waste.

Knowsley Replacement Unitary Development Plan (June 2006) – Saved Policies

69. Some policies from the 2006 UDP remain operative alongside the Core Strategy. Saved policies are listed in Appendix C of the Core Strategy. Those most relevant to the proposed development are:

- **EC3: Primarily Industrial Areas** – including the application site, are appropriate locations for business industry and warehousing.
- **T5: Location of major traffic generating new development** – directs major development to locations accessible by walking and public transport and requires high traffic generating uses to locate where there is good strategic road network access.

- **T7: New development and walking & cycling routes** – new development should preserve and, where possible, enhance the walking and cycling network.
- **T8: Transport assessments** – major traffic generating development should be accompanied by a Transport Assessment.
- **T9: Travel plans** – are required in connection with applications for major traffic generating development.
- **DQ2: Security in the built environment** – requires new development to be designed so as to provide good levels of personal and property security, including the use of features such as gates and fencing to prevent inappropriate access.
- **DQ4: Trees and development** – requires new development to include appropriate soft landscaping, having regard to local character.
- **ENV2: Noise and vibration** – resists development that will cause an unacceptable increase in noise or vibration or would itself be subject to the same from an existing source. Planning conditions may be used to ensure effectiveness of measures necessary to mitigate noise and vibration effects.
- **ENV3: Light pollution** – external lighting must be minimised and be designed to ensure no unacceptable impact visual amenity, road safety, wildlife and residential amenity.
- **ENV5: Contaminated land** – applications for planning permission should provide details of site investigation and remediation strategy demonstrating contamination risk can be addressed to an acceptable level for the proposed end use, including safeguarding ecological systems and the water environment.

Supplementary Planning Documents

70. SPD relevant to the proposed development is contained in:

- **Ensuring a Choice of Travel (September 2010)** – supports national and local planning policy requirements to ensure a good choice of travel modes to all new development. Table 1 defines the size of development for the purposes of applying provisions in the SPD; the application proposals is a ‘Major’ development because it exceeds 5000m². Figure 1 in the SPD identifies the need for Major development proposals to be accompanied by a Design & Access Statement, Transport Assessment and Travel Plan. The SPD includes policies that are additional but complementary to those in the Core Strategy and UDP, which are addressed in the planning application documents.
- **Design Quality in New Development (January 2016)** – explains the Council’s aspirations and expectations for design standards in new development, complementing the Core Strategy and UDP. It highlights the importance of early consideration of design quality and recording the process in a Design and Access Statement.
- **Social Value** – sets out how the Council will implement the requirements of Core Strategy Policy CS4 by requesting that the promoters of major development implement a Social Value Strategy to maximise employment and training opportunities for local people during the construction phase and in the completed development.

National Planning Policy Framework ('NPPF' December 2024 as amended)

71. The NPPF is a material consideration in planning decisions. The following parts are relevant to the assessment of the proposed development:

- Part 2, Achieving sustainable Development
- Part 4, Decision-making
- Part 6, Building a strong, competitive economy
- Part 8, Promoting healthy and communities
- Part 9, Promoting sustainable transport
- Part 11, Making effective use of land
- Part 12, Achieving well-designed places
- Part 14, Meeting the challenge of climate change
- Part 15, Conserving and enhancing the natural environment

Appraisal

72. The preceding policy summary reveals several key themes against which acceptability of the proposed development must be considered.

Principle of development

73. Warehouse development is supported by development plan policies and has been confirmed as appropriate through pre-application advice. The site is in a Primarily Industrial Area and Principal Regeneration Area where Policy CS11 provides explicit support for both industrial and warehouse uses.

74. There is also support for the scheme as an employment development in an accessible location, making use of previously developed land, to be found in policies CS1, CS2, CS4 and E3, as well as in parts 6 and 11 of the NPPF.

Sustainable transport

75. The **Transport Assessment** records that the application site is situated within a large established business park that has good accessibility by a choice of transport modes. The proposed development includes provision to support sustainable travel choices, including facilities for cyclists, and there are additional measures set out in the **Travel Plan** to support and actively encourage the take up of non-car modes.

76. There is compliance with development plan policies that seek to reduce the need to travel and to minimise the impacts of travel as far as possible, including policies CS2, CS7, CS19, T5, T7, T8 and T9. Further, the development has considered and would support the aims of the Choice of Travel SPD and Part 9 of the NPPF. There are no transportation or highway reasons to refuse planning permission.

Design quality and sustainability

77. The proposed development of a simple warehouse building of functional design and construction that is wholly appropriate to the established business park location.

78. The building has been designed to meet the end user's need for a modern flexible accommodation for racked warehousing and distribution of finished products. The proposed large internal space has one line of intermediate columns supporting the roof, ensuring a good degree of flexibility for possible future users who may have differing internal arrangements and space needs.
79. Pre-application advice provided by officers has been followed to improve the exterior design quality of the development: a proposed bin store has been relocated to a less prominent position and screened; a covered shelter has been added to the outdoor staff amenity area; and fencing on the Acornfield Road frontage has been upgraded to paladin.
80. The proposed building would be constructed to meet current building regulations. The **Sustainability and Energy Statement** explains how a fabric-first approach to building design and to the selection of construction materials with low embodied carbon ensures the structure is as sustainable as possible. The incorporation of air source heat pump technology for space heating, roof mounted solar equipment to provide a renewable energy contribution to the building's operational power needs, and other built-in measures to ensure power and water are used efficiently also contribute to a building that will be sustainable in use.
81. The development has actively considered sustainability and is demonstrably compliant with the requirements of policies CS2, CS22, DQ2, Design Quality SPD and NPPF parts 2, 12 and 14.

Amenity and pollution

82. The proposal is appropriately located within a business park in a zone that is designated for industry and warehousing, placing it within an established business community and immediately adjacent to the end user's established business operations.
83. Use as a warehouse with levels of traffic movement identified in the **Transport Assessment** has no potential for adverse impact on neighbouring employment uses.
84. The development's impact on the natural environment is limited. The site is primarily existing hard surfaced yard space. The application package records that no substantive areas of landscaping would be lost to the proposed development, whilst new areas of soft landscaping are incorporated into the proposed site use to provide improved amenity and better conditions for ecology.
85. The **Geoenvironmental Appraisal** records the presence of contamination in shallow made ground that must be managed with care during the construction process but would ultimately be rendered safe, sealed off from contact by the impermeable building slab and external yards, or taken away for licensed disposal where it cannot be safely retained as part of the new construction. There are no signs of gross contamination.

86. External lighting will be required for safe site operation and security. There are no light-sensitive neighbours and modern lighting installations can be designed to provide efficient, targeted light with spillage and sky-glow minimised. The applicant would adopt these design principles to ensure no adverse impact on neighbours or conditions for local or commuting wildlife. The details can be controlled by planning condition.
87. The operation is not inherently noise and there are no noise sensitive neighbours so bespoke safeguards are not required to address adverse noise impact risk.
88. There are no concerns with existing or future local air quality. The effects of the development are confined to road traffic emissions and are not in any way significant given the established industrial use of the site and the reduction of unnecessary trips currently taking place because of the end-users scattered warehousing facilities.
89. The development has considered and shown to be compliant with the requirements of policies DQ2, DQ4, ENV2, ENV3, ENV5, CS26 and the Design Quality SPD.

Flood risk and water quality

90. Flood risk and surface water management has been considered in the proposed drainage design. There is medium flood risk from rivers and some risk of occasional surface water flooding risk, addressed by the drainage design, which provides surface water control to ensure all flows are captured, treated and attenuated on site before discharging at a controlled rate to the public drainage system.
91. The proposed arrangements ensure the site has addressed its own current and future flood risk, allowing for the potential effects of future climate change, and would not lead to an increased risk of flooding elsewhere. It would also provide significant betterment over existing site surface water drainage, which allow free flow of water to the public drain, without any provision for treatment or attenuation.
92. The requirements of policies CS2, CS24 and NPPF part 14 are satisfied.

Biodiversity

93. Existing extensive concrete surfaces, industrial building and surrounding industrial uses mean there is very little existing benefit to biodiversity on the application site. The changes attributable to the proposed development would introduce new areas of soft landscaping, that would be planted with species beneficial to biodiversity, delivering improved conditions, in combination with elements of amenity.
94. The application has demonstrated an understanding of biodiversity and incorporates measures to deliver net gain. There is compliance with the requirements of policies CS2, CS8, DQ, the Design Quality SPD and NPPF part 15.

Health, wellbeing and social value

95. The proposed regeneration of a vacant site within an established industrial area will provide expansion space for Applied Nutrition, enabling the business to continue its growth and creation of new employment opportunities.

96. The applicant is committed to working with the Council and its delivery partner, Fusion 21, to maximise construction-phase employment, training and procurement opportunities that will benefit local people and businesses, providing job opportunities and skills training in the construction sector.
97. When operational, the warehouse, offices and staff welfare facilities, including an equipped gym, will provide a modern, healthy working environment.
98. The application has demonstrated an understanding of these benefits that can be arise from development and explained how the proposal will support the positive outcomes that Council policies seek to deliver. There is compliance with the Local Plan's strategic objectives, the development principle set out in policy CS2, the Social Value SPD and NPPF part 8.

Conclusion

99. All planning policy matters relevant to the proposed development have been considered:
- The principle of developing a Class B8 storage building and related facilities on previously developed land within Knowsley Industrial Park is strongly supported by current local and national policies and has been confirmed through pre-application advice.
 - The development has been designed with consideration given to local environmental conditions to ensure it presents a solution that is appropriate to the site and its surroundings, and which would be a sustainable development.
 - Likely impacts on health, climate, the water environment, trees, ecology and transport networks arising from the proposed development have been examined and presented to evidence compliance with all relevant policies.
 - The proposed development has been found to accord with the development plan and national planning guidance and there is an absence of other material considerations to weigh against that positive assessment.
100. Planning permission should be given for the development, without delay. We look forward to working with officers towards that objective.

Your faithfully,

Andrew Watt MRICS
Chartered Planning & Development Surveyor