

APPLICATION NO: 25/00118/FUL

APPLICANT: Mulberry Waste Ltd

WARD AFFECTED: Northwood

DEVELOPMENT:

VARIATION OF CONDITIONS 2, 6, AND 7, AND REMOVAL OF CONDITION 8, ATTACHED TO PLANNING APPLICATION 24/00509/FUL (ERECTION OF INDUSTRIAL BUILDING, RELOCATION OF EXISTING INDUSTRIAL BUILDING AND ASSOCIATED WORKS (USE CLASS B2/B8)) TO ALLOW CHANGES TO POSITION OF 1N0. BUILDING AND TO PARKING LAYOUT

LOCATION OF SITE: Phoenix House, Stockpit Road, Knowsley Industrial Park, Kirby, L33 7TQ

DEVELOPMENT PLAN ALLOCATION:

Primary industrial area

RECOMMENDATION:

Approve subject to the conditions set out in the attached schedule.

CASE OFFICER

Clare Appleyard (0151) 443 2848

1. SITE AND SURROUNDINGS:

The application site is a small piece of land fronting Stockpit Road and backing onto Draw Well Road that lies within Knowsley Industrial Park. The site is bound by a bunker to the north and south (as the wider site was part of the Royal Ordnance Factory), industrial buildings to every other boundary and access to the site is taken from Stockpit Road.

2. PROPOSAL

Full planning permission (reference 24/00509/FUL) was granted on the 11/2/25 for the demolition of the existing structures/buildings on the site, the relocation of one buildings (227m2) so that it fronts Stockpit Road and the erection of a new industrial building measuring 1105m2 to the rear of the site.

These consented buildings were standard industrial steel clad buildings with a maximum height of 12.215m. The buildings will be used to store and process waste materials to allow recycling of component parts and storage of waste materials from the adjacent waste transfer station. Wastes will then be transferred on. Some wastes received by the site will be stored whilst others will be processed or repacked or bulked. The material to be processed includes

mainly waste electrical and electronic equipment, end of life vehicle wastes, batteries, waste packaging, waste oils and other workshop and garage services wastes.

The site operates alongside an existing Mulberry Waste Ltd site operating at Knowsley Depot. The site will process waste (e.g. recycling of WEEE, waste electronic and electrical equipment) and will be used for waste storage relating to the end process of waste recycling/processing. The type of materials to be processed/stored include televisions, processed glass, plastic, electronic circuit boards and ferrous and non-ferrous metals. The approved 2024 consent therefore approved a B2/B8 use.

This s73 application seeks to amend the location of one of the industrial buildings proposed on the 2024 consent along with associated parking layout changes. This will result in the need to vary the approved plans condition 2, the cycle parking condition 6 and condition 7 of the 2024 consent which seeks to secure the laying out of the vehicle parking and manoeuvring areas. This is because the layout has been amended so references to the original layout in any conditions results in their amendment. There are no changes to the proposed access off Stockpit Road.

The s73 application also seeks to remove condition 8 which sought the on-site provision of tree planting.

3. RELEVANT SITE HISTORY

The waste transfer permission that is linked with this application is:

22/00004/FUL RETENTION OF PORTAL FRAMED BUILDING; ANCILLARY PORTABLE TYPE BUILDINGS AND CONTINUED USE OF THE SITE FOR WASTE TREATMENT, RECYCLING AND TRANSFER STATION WITH ASSOCIATED SITE STORAGE – GRANTED 04/25

24/00509/FUL ERECTION OF INDUSTRIAL BUILDING, RELOCATION OF EXISTING INDUSTRIAL BUILDING AND ASSOCIATED WORKS (USE CLASS B2/B8) – granted Feb 2025

4. ARTICLE 35 STATEMENT

Officers have worked with the applicant in a positive and proactive manner in order to seek solutions to the issues relevant to the proposed development, consistent with the requirement in the National Planning Policy Framework (NPPF), paragraph 38.

5. EQUALITIES ACT 2010

In determining this application, the Local Planning Authority has considered the requirements under S149 of the Equalities Act 2010.

Section 149 of the Act sets out a general duty that requires the council to have due regard to the need to:

- eliminate discrimination, harassment and victimisation;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The application includes accessible parking spaces and inclusive access.

6. REPRESENTATIONS

The application was advertised by the display of a site notices, a notice in the local press and through letters sent to neighbouring properties. No objections have been received.

7. CONSULTATIONS

Local Highway Authority (Knowsley Council) – No objections.

Merseyside Fire and Rescue – No objection.

8. POLICY CONTEXT

- 8.1 Paragraph 11 and 12 of the National Planning Policy Framework (NPPF 2024), an extract from which is set-out below, states that:

“Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. 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.

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up to date development plan, permission should not usually be granted. Local Planning Authorities may take decisions that depart from an up-to date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

- 8.2 In this regard the Knowsley Local Plan: Core Strategy was adopted in January 2016, although certain saved policies of Knowsley Replacement Unitary Development Plan (UDP) remain operational as part of the Statutory Development Plan and are still given weight in reaching a decision under the provisions of the latest NPPF. The Joint Merseyside and Halton Waste Local Plan was adopted in 2013 and is also part of the development plan. The relevant adopted policies for the assessment of the application are listed below.

Knowsley Replacement Unitary Development Plan (Saved Policies, 2006)

T5 – Location of major traffic generating new development
T10 – Access for the less mobile
EC3 - Primarily Industrial Areas
DQ2 – Security in the Built Environment
DQ4 – Trees and Development
ENV2 – Noise and Vibration
ENV3 – Light and Pollution
ENV5 – Contaminated Land

Knowsley Local Plan Core Strategy (2016)

SD1- Sustainable development
CS1 – Spatial Strategy for Knowsley
CS2 - Development Principles
CS4 – Economy and Employment
CS7 - Transport Networks
CS19 - Design Quality and Accessibility in New Development
CS20 - Managing the Boroughs Historic Environment
CS21 – Design Quality and Accessing New Development
CS22 – Sustainable and Low Carbon Development
CS24 - Managing Flood Risk.
CS26 – Waste management
CS27 – Planning for and Paying for New infrastructure

Merseyside Waste Local Plan (2013)

WM0 - Presumption in favour of sustainable development
WM1 – Guide to site prioritisation
WM2 – Sub regional site allocations
WM3 - Allocated for District Level Sites
WM8 – Waste Prevention and Resource Management

WM9 – Sustainable Waste Management Design and Layout for New Development

WM10 – High quality design and operation of waste management facilities

WM11 – Sustainable Waste Transport

WM12 – Criteria for Waste Management Development

WM13 – Planning applications for new waste management facilities on unallocated sites

Supplementary Planning Documents

Ensuring a Choice of Travel SPD (2010)

Design Quality in New Development SPD (2016)

Trees and Development SPD (2016)

Developer Contributions SPD (2016)

Adding Social Value to Development: Employment and Skills SPD (2018)

9. ISSUES AND ASSESSMENT

Principle of the Development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. This is the test that legislation prescribes should be employed on planning decision making. The 'presumption in favour of sustainable development' at paragraph 11 of the NPPF means: "approving development proposals that accord with an up to date development plan without delay"

The principle of the development is acceptable as reported under the original consent reference 24/00509/FUL. The proposed amendments have no impact on the principle of the development which has already been accepted.

Design and Appearance and Impacts on Local Amenity

The design and layout of the proposal should be considered in respect of Policy DQ2 of the Replacement UDP and Policies CS2 and CS19 of the Local Plan: Core Strategy. Of relevance in considering the design and layout of the development is the Design Quality in New Development SPD. All these policies and SPDs share the same aim: to ensure that an acceptable level of quality in the development is achieved.

The development involves the demolition of an existing building and its relocation adjacent to the proposed larger industrial building. This s73 application involves the re-siting of this relocated building. Originally it was going to be sited directly adjacent to Stockpit Road, but instead will be sited adjacent to the larger industrial unit. The reason for the re-siting is the presence of a sewer.

The amendments will not result in an unacceptable impact on the visual amenity of the area given the context of the site within a primarily industrial area. A materials condition is recommended to secure the precise materials details in the interests of visual amenity. A lighting condition is also recommended in the interests of local amenity and to prevent undue impacts on light pollution.

The layout and design of the proposal are considered to be in keeping with the character of the area and the proposal has been designed to minimise the potential for anti-social behaviour. It is considered to comply with the relevant local plan policies, including policy CS19 – Development Quality and Accessibility in New Development and policy WM10 of the Waste Local Plan. The proposal also complies with the relevant UDP policies including saved Policy DQ2 (Security in the Built Environment), Local Plan Core Strategy policies, including Policy CS2 (Development Principles) the adopted SPD: Design Quality in New Development SPD (2016).

Highways

Policy CS7 (Transport Networks) in the Local Plan Core Strategy requires new developments to be located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. The policy also requires new developments to make adequate provision for cycle and car parking. Policy CS2 of the Local Plan Core Strategy seeks to reduce the need to travel, especially by car and promote the use of sustainable modes of travel through encouraging the use of public transport, walking and cycling. This policy also seeks to ensure efficient use of resources and infrastructure by prioritising the location of development in line with the spatial strategy.

Policy CS19 of the Local Plan Core Strategy promotes the delivery of accessible places and seeks to ensure new developments provide safe, secure and convenient routes for movement, to meet the needs of all users.

The NPPF requires new developments to ensure that appropriate opportunities to promote sustainable transport modes can be taken up, that safe and suitable access to the site can be achieved for all users, and that any significant impacts from the development on the transport network, or on highway safety can be mitigated to an acceptable degree. Furthermore, that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy WM11 of the Waste Local Plan also requires new waste management facilities or extensions to existing facilities to ensure sustainable modes of transport are encouraged and mitigate any effects of road transport on local amenity, ensure safe access and reduce the impacts of transport on climate change and carbon emissions.

The development site proposes to use the existing access. The original application was based on 2 HGV movements in and out of the site per day

and staff numbers of 5 staff will be using the facility; the original application form stated up to 12 staff may be based at the site when it is fully operational.

This s73 application seeks to amend the layout of the car park to accommodate the re-siting of one of the smaller industrial buildings. There is no change to the car parking numbers from the original application (17 car parking spaces) and there are no changes to the access or cycle parking provision. Whilst the original application considered that the parking was below the maximum standards set out in the Ensuring a Choice of Travel SPD, it was not considered that this would result in highway safety issues and no severe highways impacts would result on the local highway network.

A swept path analysis has been submitted and the Highways Engineer has confirmed that a 16.5m articulated HGV can turn within the site, allowing HGVs to exit and enter the site in forward gear. On this basis, the Local Highways Authority have raised no objections to the proposal subject to the same conditions being imposed from the original consent. These conditions include conditions to secure adequate cycle parking within the site to promote the use of sustainable transport modes and a condition to secure the parking, servicing and turning areas are provided prior to first occupation in the interests of highway safety. As the car parking layout has changed as a result of the re-siting of a building, conditions 6 (cycle parking) and 7 (laying out of the vehicle parking/manoeuvring areas) need to be amended to reference the correct layout plan within the conditions.

The site is within an existing industrial area and includes access to public transport and so remains a sustainable location. The proposed amendments to the application are considered to be acceptable from a highway safety point of view subject to the conditions listed above. The proposal is considered to comply with saved policy T10 of the Knowsley UDP, Core Strategy policies CS7, CS26 and CS19, Saved policy WM11 of the Waste Local Plan and the NPPF.

Other matters

All other material planning considerations have been considered on the original consent and no material changes to policy or circumstances have occurred. The impacts in relation to air quality, impacts on designated/non-designated heritage assets, flood risk and drainage, ground conditions, noise, economic impacts remain as assessed under planning permission reference 24/00509/FUL.

The principle of the development remains acceptable as assessed under reference 24/00509/FUL and issues relating to the waste hierarchy, site

selection and consideration of the allocated sites in the Waste Local Plan and waste management remain unchanged.

Ecology and Trees

Policy CS8 of the Local Plan Core Strategy, at various points, aims to ensure that new development protects and enhances biodiversity, including the protection of designated sites, priority habitats and protected and endangered species. This is fully consistent with the aims of the NPPF.

Saved Policy DQ4 of the Knowsley UDP seeks to ensure that new developments include adequate tree and landscape provisions, whilst also seeking the protection or replacement of trees affected by development. This policy states that where tree loss is unavoidable the applicant will be required to make provision for replacement, normally on a 2 for 1 basis. This policy also seeks to retain trees and woodlands which make a positive contribution to amenity and should make provision for their retention where they contribute to visual amenity. Policy CS21 of the Local Plan Core Strategy has the same aims and sets out the principles for mitigation where tree loss is unavoidable. This approach is supported by the Trees and Development SPD.

The site is entirely surrounded by industrial units and contains existing buildings and hardstanding. There is the occasional weed that has broken through the existing hardstanding and around site boundaries but this is minimal. The site contains one single tree located in the south west corner of the site which looks to be a young/semi mature tree. The site is considered to be exempt from BNG as there is less than 25m² of habitat on the site.

The original consent sought to remove this isolated tree and a condition was imposed to secure replacement tree planting to the rear of the site. However, given the re-siting of the smaller industrial building and rearrangement of the car parking layout, this existing tree can now be retained. On this basis, the mitigation tree planting is no longer required.

It is considered that the retention of the existing tree removes the requirement for the additional tree planting condition and the landscape and ecological impacts of the proposal are considered to be acceptable. The proposal is considered to comply with policy DQ4 of the Replacement UDP and policies CS8 and CS21 of the Local Plan Core Strategy and the NPPF.

10. CONCLUSION & PLANNING BALANCE

The proposed amendments do not alter the planning balance in any way and the weighted consideration in favour of granting the proposal remains the same as was reported under the original planning permission reference 24/00509/FUL. The amendments are considered to have acceptable impacts in terms of highway safety, promotion of sustainable modes of transport, visual

amenity, ecology and landscaping. On this basis, it is considered that the proposal be approved subject to the conditions listed below.

11. RECOMMENDATION

- 1) The development must be begun not later than the 11.02.28.

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

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

Reason: For the avoidance of doubt.

- 3) Contaminated Land

A. Risk Assessment

No development shall take place until an assessment of the risks posed by any contamination has been submitted to, and approved in writing by, the Local Planning Authority.

Prior to any further ground investigations taking place, the scope of works for these investigations must be agreed, in writing, with the local planning authority.

The assessment must also be undertaken by a suitably qualified contaminated land practitioner, in accordance with authoritative guidance (CLR 11), and shall assess any contamination on the site, whether or not it originates on the site.

Moreover, it must include (were relevant):

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:

- o human health,
- o property (existing or proposed) including buildings, crops, livestock, pets, woodland,
- o service lines and pipes,
- o adjoining land,
- o groundwaters and surface waters,
- o ecological systems,
- o archaeological sites and ancient monuments.

B. Submission of Remediation Scheme

Where land affected by contamination is found which poses unacceptable risks, no development shall take place until a detailed remediation scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme must include an appraisal of remediation options, identification of the

preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. As a minimum, the scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to its intended use.

C. Implementation of Approved Remediation Scheme

The approved remediation scheme shall be implemented, and a verification report submitted to and approved in writing by the Local Planning Authority, prior to the development (or relevant phase of development) being brought into use.

D. Reporting of Unexpected Contamination

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

E. Materials Management Plan

Prior to the reuse of site won materials ('waste' and non-waste) a Materials Management Plan, signed off by a Qualified Person, shall be submitted to and agreed in writing with the local planning authority. The MMP shall demonstrate that any reuse of contaminated materials does not result in increased risk to the environment or human health.

F. Importation of Soil/Material

No soil is to be imported to the site until it has been tested for contamination and assessed for its suitability for the proposed development; a suitable methodology for testing this material should be submitted to and agreed by the Local Planning Authority prior to the soils being imported onto site. The methodology should include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by the risk assessment) and source material information. The analysis shall then be carried out and evidence submitted to and approved in writing to by the Local Planning Authority.

Reason: To ensure contamination is appropriately identified and a strategy is in place before works commence on the site, to prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers and the general public.

- 4) Fixed plant and machinery associated with the development shall be designed to a level that is at least 5dB(A) below the existing LA90 background noise level as measured during the relevant time period. Any tonal, impulsive and/or irregular noise would be addressed by imposing a penalty as per the methodology set out in BS 4142:2014+A1:2019, Methods for Rating and Assessing Industrial and Commercial Sound. Noise limits for fixed plant are to apply at a position 1 metre from the closest affected window of the nearest noise sensitive property.

Reason: To safeguard future occupiers of the approved residential dwellings from noise and disturbance in the interests of residential amenity and to protect the adjacent trees and biodiversity.

- 5) No part of the development hereby permitted shall be commenced until a construction management plan has been submitted to and agreed in writing by the Local Planning Authority that details the means of mitigation of construction / demolition effects. This shall include but not be limited to the following:

- Methods for the mitigation of noise and vibration from building works, including any piling works, and from the operation of any temporary power generation or pumping plant which will operate overnight.
- Methods that can be put in place quickly, should odour control be required. (There is potential for odour from the historic use of the site, particularly when ground excavations take place).
- Methods for dust control and suppression.
- Details of relevant pest control measures that will be put in place during the construction phase.
- Layout of the site compound including identification of areas for the storage of plant and materials, loading/unloading and turning areas for delivery vehicles.
- Management of deliveries including prevention of waiting/layover of construction related traffic on the highway, measures for the control of traffic to and from the site and consideration of any temporary traffic management arrangements which may be necessary during periods of construction. Note reversing on the highway is not permitted without a trained Banksman (RoSPA or equivalent).
- Construction staff parking arrangements.
- Control of transfer of mud out of the site - details of wheel washing facilities including location and type.
- A programme of works including phasing, if applicable.
- Adequate provision for addressing any abnormal wear and tear to the highway.
- No construction work shall take place outside the hours of 08:00-18:00 hours Monday to Friday, 08:00-13:00 hours on Saturday and not at all on Sundays/public holidays without the prior written permission of the Local Planning Authority.

The CEMP shall be made available and accessible to all site managers, contractors and subcontractors working on site. The development shall then be carried out in accordance with the approved details.

Reason: To ensure satisfactory development of the site, to minimise the main environmental effects during the construction phase of the development, to ensure that appropriate measures are put in place in the interests of the amenity of neighbouring occupiers, to prevent pollution of the environment and in the interests of highway safety.

- 6) The proposed development shall not be brought into use until precise scheme details of the proposed cycle storage highlighted on Site Plan Drawing 24-852 01-02 Rev C have been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as agreed before any part of the development has been brought into use. For the avoidance of doubt, long stay cycle parking must be covered and offer a means to secure the cycles.

Reason: To ensure that adequate provision is made for parking cycles securely.

- 7) The development shall not be brought into use until the areas indicated on Site Plan Drawing 24-852 01-02 Rev C be set aside for parking, servicing, vehicular manoeuvring (including provision for pedestrians/cyclists) have been surfaced, drained and permanently marked out or demarcated in accordance with the details and specifications shown. These areas shall be retained as such thereafter.

Reason: In the interests of highway and pedestrian safety.

- 8) Prior to any above ground construction works, full details of the materials to be used externally on the buildings , to include colour and cladding design, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.

Reason: In the interests of visual amenity.

- 9) Development shall not commence until a detailed SUDS based drainage scheme based on the principles of the SUDS Manual (C753) and the criteria as set out within Knowsley Strategic Flood Risk Assessment (SFRA, Levels 2), has been submitted and approved in writing by the Local Planning Authority (LPA). The applicant should provide suitable drainage drawings, summary calculations and results of all investigations detailing the proposed surface water drainage based on site characteristics. The drainage works shall be implemented in accordance with the approved scheme before the development is brought into use, or as set out in the approved phasing details.

The proposed surface water and drainage strategy, detailed design drawings, calculations and supporting information shall be expected to consider the following elements:

- (i) Currently, the proposed drainage design is based on an assumption which infiltrating-based SuDS features will not be feasible. Final destination of surface water runoff should be determined based on

site characteristics by following the surface water drainage discharge hierarchy. As requested by National Planning Practice Guidance applications should aim to discharge surface water runoff as high up the following hierarchy of drainage options as reasonably practicable:

- o into the ground (infiltration)
- o to a surface water body
- o to a surface water sewer, highway drain, or another drainage system, and
- o to a combined sewer.

For infiltrating-based methods, the soakaway test should be completed according to the BRE 365 method and their results should be submitted with the full application. Should the infiltration rate on site would be sufficient for infiltration-based features, the proposed drainage design should be revisited.

(ii) A SuDS aims to minimise the impacts from a proposed development on water quality and maximise amenity and biodiversity. In designing an appropriate set of SuDS techniques for a development site, the LLFA will therefore be expecting above ground, green SuDS to be prioritised to promote water quality, amenity and biodiversity unless justification to be provided for positive and underground features. In the current application, neither above ground and green SuDS features proposed nor justification for ruling out these systems provided.

(iii) Water quality should be taken into account as part of the proposed drainage design. It will be required to demonstrate that adequate water quality of the off-site surface water flows (draining into a sewer, watercourse and ground) in accordance with the Simplified Index Approach as set out within Section 26 of the SUDS Manual (C753) can be achieved.

(iv) Where the existing pipes are to be used as part of the proposed drainage systems, a CCTV survey will be required to make sure they are in a good condition to be used in the post development situation.

(v) In setting discharge rate for post development if required, brownfield sites are strongly encouraged to discharge at the greenfield rate wherever possible. As a minimum, brownfield sites should reduce the discharge by 50% to account for the impacts of climate change, from the existing site runoff OR from the original un-surcharged pipe-full capacity of the existing system, whichever is the lowest.

(vi) In setting discharge point for post development if required, the connection point should be discussed and agreed with the asset owner. Where third party agreements to construct sewers and to discharge flows are required, then written evidence of these two agreements shall be provided.

(vii) Plan showing overland exceedance routes in the event of a failure of the drainage system or storm event in excess of the 1 in 100 + 40% CC storm event. Flow routes need to be considered when all on site

drainage systems have been overwhelmed by an event of greater intensity than the design scenario. The impact of exceedance flows from and on adjacent land should also be considered. The duration of flooding, maximum depth and the route of flood flows shall be established and managed so as to mitigate the flood impact to people and property. For the assessment of an exceedance event impact, it would be expected to consider the 1 in 200 rainfall event plus climate change.

(viii) The risk assessment should include for blockage of pipes, blockage of outlet structures and risk of impediments across planned flood routing paths. The application should be supported by a designer's risk assessment that identifies key points of failure of the system and what means have been engaged to limit risk of failure. This will also inform the maintenance plan with regards to corrective actions needed should a failure occurs.

(ix) Drainage Plan showing drainage layout, manholes including cover and Invert levels, proposed finished floor levels, pipe sizes and gradients, all on -line controls, on and off line storage structures and outfall details will be required. Results showing all the modelling criteria and summary network results for critical 1 in 2 year, 1 in 30 year and 1 in 100 year plus 40% CC storm events showing maximum water level, flow and velocity and details of any surface flooding anticipated will be required.

(i) A summary drainage report setting out the drainage strategy, drainage design details and results of all calculations and modelling will be required.

(ii) Where third party agreements to construct sewers and to discharge flows are required, then written evidence of these two agreements shall be provided.

Reason: To ensure a satisfactory drainage system is provided to serve the site.

- 10) A Management and Maintenance Plan for the sustainable drainage system relating to the lifetime of the development through an appropriate legally binding agreement shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation. This shall include:
- (i) The arrangements for adoption by an appropriate public body or statutory undertaker or details of provision for management and maintenance by a resident's management company.
 - (ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.
 - (iii) Details for planned maintenance and a mechanism for remedial and urgent repair works.
 - (iv) Means of access for inspection and maintenance purposes.
- The plan shall be implemented in accordance with the timeframes contained within it.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

- 11) Prior to the commencement of any above ground works, full details of the proposed ground levels (including levels for all vehicular manoeuvring, pedestrian/cyclist and parking areas) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to first occupation.

Reason: In the interests of preserving the setting of the non designated heritage assets and in the interests of visual amenity.

- 12) Prior to the installation of any external lighting a scheme detailing the lighting shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the steps taken to minimise light pollution and shall include an isolux plot and luminosity details and manufactures specifications to demonstrate that the obtrusive light limitations suggested in the Institution of Lighting Engineers Guidance Notes for Light Pollution are met. All works which form part of the scheme shall be completed prior to first operation and shall be maintained thereafter in accordance with the agreed scheme.

Reason : To ensure that light pollution is minimised and that any lighting does not adversely impact on local amenity.

- 13) Prior to the development being brought into use, details of the open storage including siting and the receptacles used for storage shall be submitted to and approved in writing by the Local Planning Authority. The open storage of materials, equipment, goods, products, raw materials, commodities or machinery within the site shall then be stored in accordance with the approved details.

Reason: In the interests of visual amenity.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
	24-852 01-03	REV A	PROPOSED NEW BUILDING PLAN AND ELEVATIONS
	24-852 01-02	REV C	PROPOSED SITE PLAN WITH BUILDING DETAILS ADDED
	24-852 01-04	-	PROPOSED RELOCATED BUILDING
	24-852 00-01	REV A	SITE LOCATION PLAN

Signed Case Officer¹: _____

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

**Signed Authorising
Officer²:**

Alan Kilroe

Date:

14 May 2025

Informatives

- 1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- 2 An Environmental Permit may be required for this site and the applicant is advised to contact the Environment Agency for advice. The applicant's attention is drawn to comments from Merseyside Fire and Rescue Service.
- 3 The decision to grant this application has also been taken having regard to the policies and proposals set out below and to all materials planning considerations, including supplementary planning guidance:

Knowsley Replacement Unitary Development Plan (Saved Policies, 2006)

T5 - Location of major traffic generating new development
T10 - Access for the less mobile
EC3 - Primarily Industrial Areas
DQ2 - Security in the Built Environment
DQ4 - Trees and Development
ENV2 - Noise and Vibration
ENV3 - Light and Pollution
ENV5 - Contaminated Land

Knowsley Local Plan Core Strategy (2016)

SD1- Sustainable development
CS1 - Spatial Strategy for Knowsley
CS2 - Development Principles
CS4 - Economy and Employment
CS7 - Transport Networks
CS19 - Design Quality and Accessibility in New Development
CS20 - Managing the Boroughs Historic Environment
CS21 - Design Quality and Accessing New Development

² I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

CS22 - Sustainable and Low Carbon Development
CS24 - Managing Flood Risk.
CS26 - Waste management
CS27 - Planning for and Paying for New infrastructure

Supplementary Planning Documents

Ensuring a Choice of Travel SPD (2010)
Design Quality in New Development SPD (2016)
Trees and Development SPD (2016)
Halsnead Garden Village Masterplan SPD

Merseyside Waste Local Plan (2013)

WM0 - Presumption in favour of sustainable development
WM1 - Guide to site prioritisation
WM2 - Sub regional site allocations
WM3 - Allocated for District Level Sites
WM8 - Waste Prevention and Resource Management
WM9 - Sustainable Waste Management Design and Layout for New Development
WM10 - High quality design and operation of waste management facilities
WM11 - Sustainable Waste Transport
WM12 - Criteria for Waste Management Development
WM13 - Planning applications for new waste management facilities on unallocated sites

This informative is only intended as a summary of the reasons for granting planning permission. Should you require any further details relating to the decision, please contact Jo Sheridan on 0151 443 2376.

**Signed Case
Officer³:**

C Appleyard

**Signed
Authorising
Officer⁴:**

I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

³ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

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