

<u>APPLICATION NO:</u>	22/00004/FUL	<u>CASE OFFICER:</u>	Maxine Wishart
<u>WARD:</u>	Northwood	<u>PARISH:</u>	
<u>LOCATION:</u>	Mulberry Waste Limited, Stockpit Road, Knowsley Industrial Park		
<u>PROPOSAL:</u>	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		

Knowsley Local Plan Policies Map Allocation –

Primarily Industrial Area

Site Description

The application relates to a site located between Stockpit Road and Draw Well Road, Knowsley Business Park, Kirkby. The site covers an area of approximately 0.38 ha. The site is enclosed by palisade fencing with access provided from Draw Well Road and egress onto Stockpit Road. The site is located within the central area of the Knowsley Industrial Park. The site is surrounded by other industrial premises and uses.

Proposal

The application seeks consent for the retention of buildings and storage on the site in connection with an existing waste management facility which involves a waste treatment, recycling and waste transfer station.

The main portal framed industrial building comprises a portal framed building on a block work plinth which has dimensions of 43.07 m by 16.73 m with a duo-pitched pitched roof attaining a maximum height of 10.12 m.

Other buildings on the site comprise portable temporary type buildings associated with the main use to provide ancillary accommodation and welfare facilities. This comprises:

Building 1 – Lab

Single storey measuring 6.07 m (l) x 2.438 m (d) x 2.438 m (h)

Building 2 – Canteen

Single storey measuring 7.239 (l) x 2.997 (d) x 2.540 m (h)

Building 3 – Toilet Block

Single storey measuring 3.632 m (l) x 2.997 m (d) x 2.540 m (h)

Buildings 4 and 5

Two-storey block measuring 7.391 m (l) x 3.048 m (d) x 5.790 m (h)

There are a number of tanks on the site which the applicant intends to remove apart from two.



The Process

The site operates as a waste treatment, recycling and transfer station and is permitted to accept a wide range of hazardous and non-hazardous wastes. The applicant collects waste from all over the country including the Merseyside District. The operations carried out on the site involve lamp and flat screen recycling.

Treatment activities include waste storage, shredding and separation, oil storage, blending and bulking of liquid waste and transfer of processed wastes off site for further recycling. The site is regulated by the Environment Agency (environmental permit number is ZP3439RM). The processing equipment can process 1,000tpa of lamps and 2,000tpa of flat screens.

The site operations include the crushing and shredding of fluorescent lamps and flat panel display equipment, treatment of non-hazardous wastes, including manual and mechanical sorting, separation and repackaging, the storage and repackaging of both hazardous and non-hazardous waste.

Waste collections are carried out by the operator, collected in suitable containers which companies, council's and other waste management facilities rent from the applicant. The containers are delivered back to the application site and incoming waste is received into the yard before being stored in dedicated storage facilities awaiting processing.

The processing equipment is self-contained and housed within the portal framed building. The lamps or flat screens are fed into the device where they are shredded and mixed. There is an air treatment system which will extract mercury and absorb dust. The remaining materials are then separated using a magnetic drum and drum screen. All materials are sold or further sorted and can then be reprocessed. Wastes are stored on the yard in containers.

Background

The site has a long history of use on the site for waste site dating back to the late 1980's early 1990's. The application states that the applicant purchased the site in 2016 and similar activities at the site had been undertaken by previous owners since 2007.

The applicant indicates that they have been operating at the site since 2013 as a

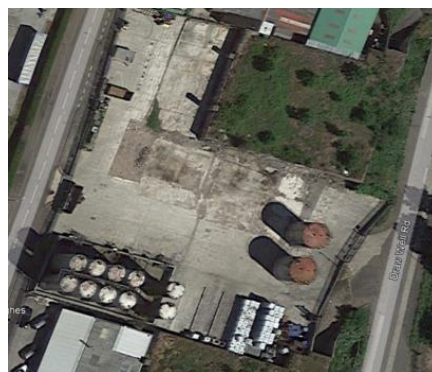
waste treatment, recycling and transfer station, permitted to accept a wide range of hazardous and non-hazardous waste.

It is understood that the application site was the subject of a fire several years ago (2018). The building (see image 2016 below) was subsequently demolished and the site cleared (see image 2018 below) and it is believed that it was used as outside storage for tanks (see image 2021 below).

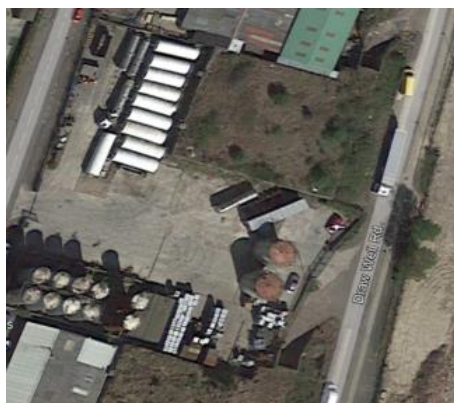
A portal frame building together with ancillary portable buildings were erected to replace the building without planning permission being in place. This application seeks the retention of the development.



Google Earth June 2016



Google Earth June 2018



Google Earth April 2021



Google Earth March 2022

The site is operated under a permit issued by the Environment Agency which stipulates working requirements, regulations etc.

Consultations

Health and Safety Executive - Do Not Advise Against, consequently, HSE does not advise on safety grounds, against the granting of planning permission in this case.

Lancashire County Council – No observations received.

Merseyside Environmental Advisory Service - No objections in principle request minimisation of waste evidence through a waste audit or similar mechanism to be secured by condition.

Merseyside Fire And Rescue Authority - No objection. Make observations in relation to access for fire appliances; water supplies for fire-fighting purposes; and Section 55 of the County of Merseyside Act 1980.

United Utilities Water Ltd - No objection in principle, request conditions relating to surface water and foul water drainage and management and maintenance of sustainable drainage systems.

West Lancashire Borough Council - No objections to the proposal providing it complies with Knowsley Council's relevant Local Plan Policies and the relevant parts of the National Planning Policy Framework.

Highway Authority - No objection subject to condition relating to cycle parking.

Environmental Health - No objections in principle subject to a condition relating to the control of fixed plant noise.

Representations

This application has been publicised by letters sent to 15 neighbours. It has also been advertised by press and site notice. No representations have been received.

Planning History

APP. NO: 74/10677/HIST (K/APP/10607)
PROPOSAL: USE OF PREMISES FOR THE STORAGE DISTRIBUTION AND RECLAMATION OF USED OIL
DECISION: Refused
DECISION DATE: 21 November 1988

APP. NO: 74/12241/HIST (K/APP/11994)
PROPOSAL: RETENTION OF USE FOR THE RECLAMATION STORAGE AND DISTRIBUTION OF WASTE OIL AND THE INSTALLATION OF 4 NO. ADDITIONAL WASTE OIL TANKS
DECISION: Granted
DECISION DATE: 4 December 1989

APP. NO: 74/12472/HIST (K/APP/12240)
PROPOSAL: ERECTION OF GARAGE/VEHICLE WORKSHOP WITH ASSOCIATED CAR PARKING AND HARDSTAND AREAS
DECISION: Granted
DECISION DATE: 9 April 1990
APP. NO: 93/00168/APP
PROPOSAL: ERECTION OF 2.4M HIGH STEEL PALISADE FENCING TO FRONT OF PREMISES AND ALTERATION TO EXISTING ACCESS
DECISION: Granted
DECISION DATE: 4 November 1993

APP. NO: 95/00399/APP
PROPOSAL: ERECTION OF 2.4M HIGH STEEL PALISADE SECURITY FENCING AND GATES

DECISION: Granted
DECISION DATE: 30 August 1995

APP. NO: 97/00561/APP
PROPOSAL: VARIATION OF CONDITION 2 ATTACHED TO PLANNING PERMISSION K/APP/1194 DATED 4 DECEMBER 1989, WHICH REQUIRED THE FLASH POINT OF INCOMING OIL TO BE AMENDED TO READ NOT LESS THAN 55° TO BE AMENDED TO READ NOT LESS THAN 30° CENTIGRADE ALONG WITH AN INCREASE IN THE RANGE OF GOODS STORED ON SITE TO INCLUDE CONTAMINATED FUEL; BATTERIES; ANTI-FREEZE; TYRES; PAINTS; THINNERS; VARNISHES AND GRAGE RUBBISH

DECISION: Granted
DECISION DATE: 25 February 1998

APP. NO: 99/00019/APP
PROPOSAL: EXTENSION TO EXISTING TANK FARM
DECISION: Granted
DECISION DATE: 10 May 1999

APP. NO: 99/00540/APP
PROPOSAL: AMENDMENT TO PLANNING PERMISSION REF. APP/99/00019 (GRANTED 7 MAY 1999) INCREASING THE NUMBR OF TANKS FROM 12 TO 20 NO.
DECISION: Granted
DECISION DATE: 11 November 1999

APP. NO: 00/00364/FUL
PROPOSAL: REMOVAL OF CONDITION NO.3 ATTACHED TO PLANNING PERMISSION APP/99/00540 GRANTED 5.11.99
DECISION: Granted
DECISION DATE: 28 July 2000

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that 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 normally 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.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application:

National Planning Policy Framework

KNOWSLEY LOCAL PLAN: CORE STRATEGY

- CS2 - Development Principles
- CS4 - Economy and Employment
- CS7 - Transport Networks
- CS11 - Principal Regeneration Area - Knowsley Industrial and Business Parks
- CS19 - Design Quality and Accessibility in New Development
- CS22 - Sustainable and Low Carbon Development
- CS24 - Managing Flood Risk
- CS26 - Waste Management

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

- EC3 - Primarily Industrial Areas
- T7 - New Development and Walking & Cycling Routes
- DQ2 - Security in the Built Environment
- ENV2 - Noise and Vibration
- ENV3 - Light Pollution
- ENV5 - Contaminated Land

The Joint Merseyside and Halton Waste Local Plan 2013

- WM7 - Protecting Existing Waste Management Capacity for Built Facilities and Landfill
- WM8 - Waste Prevention and Resource Management
- WM11 - Sustainable Waste Transport
- WM12 - Criteria for Waste Management Development

National Planning Policy for Waste (2014)

National Waste Management Plan for England (2021)

SUPPLEMENTARY PLANNING DOCUMENTS

- Ensuring a Choice of Travel SPD (2010)
- Design Quality in New Development SPD (2016)

Article 35 Statement

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.

Site Allocation and Principle of Development

The application site falls within an area allocated as Primarily Industrial Area on the

Local Plan Policies Map.

The application site is situated within a Primarily Industrial Area. Core Strategy Policies CS4 and CS11 also allocate Knowsley Industrial Park for employment use for (under previous Use Class Order) B1/B2 and B8 uses.

Therefore, the development of B1/B2 /B8 units (under the previous use class order) is acceptable in principle in this location. The development is therefore in accordance with Core Strategy Policy CS4 and UDP policy EC3.

The site is located within the well-established Knowsley Business Park and is therefore within a Primary Industrial Area. The proposal is in compliance with the Local Plan and saved UDP policies listed above.

Waste Management

National Planning Policy for Waste (2014) which replaced PPS10, sets out the government's ambition to work towards a more sustainable and efficient approach to resource use and management and is to be read in conjunction with the NPPF.

National Waste Management Plan for England (2021) is required to fulfil the requirements of the Waste (England and Wales) Regulations 2011 and together with its associated documents, local authorities' waste local plans, it ensures that waste management plans are in place. These documents are also a material consideration for this application.

All planning applications for waste management facilities must comply with the relevant policies of the Merseyside and Halton Joint Waste Local Plan as well as relevant local plan policies in addition to national policy. The proposed site is an existing waste management facility and waste transfer station to include lamp and flat screen recycling. As such, the Merseyside and Halton Joint Waste Local Plan (WLP) applies.

Policy WM0 (*Presumption in Favour of Sustainable Development*) in the Waste Local Plan states that when considering waste development proposals, a positive approach will be taken that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework.

Policy WM7 (*Protecting Existing Waste Management Capacity for Built Facilities and Landfill*) requires that existing operational and consented waste management sites will be expected to remain in waste management use in order to maintain essential waste management capacity. As an existing waste facility, the application is supported by policy WM7 of the WLP, as this forms part of the essential waste capacity for the Liverpool City Region (LCR). As a hazardous facility, it is acknowledged that it will accept waste from all over the country and it will not just serve the plan area, however, this aids net self-sufficiency in waste across the LCR.

Policy WM8 the National Planning Policy for Waste (paragraph 8) and Planning Practice Guidance (paragraph 49) apply. These policies require the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste and minimisation of off-site. In terms of Policy WM8 (*Waste Prevention and Resource Management*) this seeks to ensure any development involving demolition and / or construction must implement measures to achieve the efficient use of resources. Merseyside Environmental Advisory Service (MEAS) has advised that as the proposal is major development

involving excavation, demolition and construction activities that generate significant volumes of waste and disposal. As such, they have requested that if planning permission is granted evidence through a waste audit or a similar mechanism (e.g. a site waste management plan) demonstrating how this would be achieved is secured by a suitable planning condition. However, as detailed above, the main building; associated modular buildings; and storage have been in place on the site for some time. It is therefore not possible to secure the level of detail requested retrospectively in this instance.

Policy WM11 (*Sustainable Waste Transport*) is relevant to all new waste management facilities or extensions to existing facilities. The information submitted indicates there will only be 2-3 deliveries per day. The site is only accessible by road. Vehicles only leave site with a full load, which should reduce carbon impacts associated with too many vehicle movements. Other elements of the policy will already be addressed as the proposed site is an existing facility.

Policy WM12 (*Criteria for Waste Management Development*) requires that All proposals for new waste management development (including landfill) and alterations/amendments to existing facilities will be expected to submit a report covering the general details of the proposed development and a written assessment and mitigation of the short, medium, long-term and cumulative impacts on its neighbours and the surrounding environment.

The applicant has submitted a document which addresses the information requirements for policy WM12 (Box 1 information), sufficient information has been submitted to comply with policy WM12.

This site is allocated as Primarily Industrial Area on the Knowsley Local Plan policies map. The proposal is for the continued use of the site as a waste management facility, therefore in principle the proposed development is considered to be acceptable. The proposal will be treating and re-processing waste, removing landfill requirements and moving waste up the waste hierarchy.

ASSESSMENT

Layout and Design

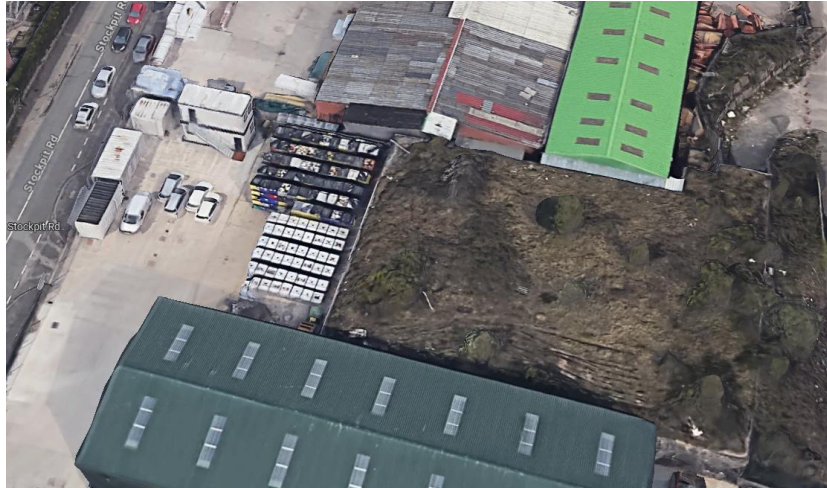
Policy WM10 in the Waste Local Plan states that all proposals for waste management facilities should ensure that the proposed design does not adversely impact on the locality.

Local Plan Policy CS2 'Development Principles' states that new development in Knowsley will be expected to enhance local character and promote quality of place by promoting good design and ensuring that development respects its setting considering relevant design requirements and best practice.

Policy CS19 'Design Quality and Accessibility in New' sets out several criteria that developments will be expected to conform to so that they enhance local distinctiveness and the identity and accessibility of new places.

The main building has been erected in the same proximity of the site that the previous building occupied. The new building is a portal framed building measuring 43.07 m by 16.73 m with a duo-pitched pitched roof attaining a maximum height of

10.12 m. The building is finished in dark green metal profiled cladding. It has a large roller shutter opening and personnel door within the southern elevation and the western elevation. A number of rooflights provide light into the building. The main building is of a scale and design not uncommonly found in this industrial area and is appropriate for an industrial premises.



The other ancillary buildings are grouped together to the north west corner of the site on the Stockpit Road side. These comprise temporary type buildings. They are finished pale grey with dark grey accent colour, windows and doors.



The ancillary buildings are of a temporary design and not a permanent structure. The design of these buildings are considered to be appropriate in this location for the short term to meet the needs of the applicant. However, it is considered that that a

permanent structure would need to be provided in the long term. The buildings have been on the site for some time nevertheless, it is considered, that, a condition to limit the development for a period of a further 5 years is required. A temporary consent is justified as it will enable the use of the site and retain the flexibility over the long term future of the land. This is in accordance with Planning Practice Guidance which states that: A temporary planning permission may also be appropriate to enable temporary use of a vacant land or buildings prior to any longer term proposals coming forward (a “meanwhile use”)

Crime and Security

The development is secured by palisade fencing and it is not considered that the development raises any concerns in regard to security of the development. As such the proposal complies with Saved Policy DQ2 of the Replacement UDP.

Highway Safety and Parking

Local Plan Policy CS7 ‘Transport Networks’ 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 WM11 in the Waste Local Plan states that proposals for waste management facilities shall meet several criteria including ensuring there are sustainable choices of travel and ensuring safe access to and from the highway and that the local highway network has adequate capacity.

The NPPF also 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, it states 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.

Draw Well Road is a private road and exists in a cul-de-sac arrangement. It has been confirmed in writing by the applicant as being fully utilised for access purposes and that no safety or operational concerns exist. Although not typical, the Council’s Highways Engineer is satisfied that having regard to the fact the company continues to operate and that the site can be accessed without issue. The Highways Engineer requests that should the situation change in future, i.e. where amendments to the access may be needed to help ensure the continued safe operation, then the applicant is strongly encouraged to contact the Local Planning Authority, however, officers do not consider that any planning condition to secure this would satisfy the tests. The application has been considered on the basis of the existing arrangement and any amendments to the access that may occur in the future are not material to the determination of the application.

The site operates as a one way system with vehicles entering from Draw Well Road. The operations have been operational for some time. It is noted that signage on Stockpit Road indicates that access should be from Draw Well Road which is a private road and exists in a cul-de-sac arrangement. The Council’s Highways

Engineer has indicated that although not typical, they are satisfied that the fact the company continues to operate, that the site can be accessed without issue. HGV trailers have clearly accessed the site.



Parking

There are 5 no. parking spaces proposed for staff, and whilst the application indicates that 12 no. staff would be present on site. Officers are not aware of any issues resulting from the development in regard to parking provision and are satisfied that it does not harm the free flow of the highway network nor road safety. Given that paragraph 115 of the NPPF states 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, there are no grounds to warrant refusal of permission in this instance.

The Council's Highways Engineer has no objection subject to a condition requiring on-site provision of cycle parking, as such subject to this condition the development is in accordance with the NPPF and Core Strategy Policies CS2, CS7 and CS19.

Contaminated Land

Core Strategy Policy CS19 states that to maintain a good standard of amenity for existing and future occupiers, development proposals will be required to avoid unacceptable impacts on existing residents, business occupiers, and future occupiers.

Saved UDP Policy ENV5 requires that new development will not be permitted if there is existing contamination on the site which could, as a result of the proposed development, place the occupiers or users of the development, ecological systems, the water environment or surrounding land uses at unacceptable risk.

The Council's Environmental Health Officer advised that due to previous uses of the site, then a contaminated land investigation is required and suggested a condition to require a Phase 1 investigation to establish whether there are any concerns of contamination and if identified a further site investigation and remediation proposals. However, the application relates to the retention of buildings on an existing hard surfaced site. The main operations building replaces one that which was lost to fire some years ago and the building has been on site for a couple of years. Whilst further discussion has taken place with Environmental Health Officers in respect of

the need to secure evidence that the risk from contamination was minimised during development and if contamination was found during the construction phase how it was dealt with, the use of the site has not changed and there have been no issues as far as the Local Planning Authority is concerned in regard to subsequent issues arising from the development.

Drainage and Flood Risk

Paragraph 168 in the NPPF states that development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. Paragraph 173 of the NPPF states that when determining planning applications, local authorities should ensure that flood risk is not increased elsewhere. Core Strategy Policy CS24 states that new development that may cause an unacceptable risk of flooding on the site or elsewhere will not be permitted, and that new development in areas of high or medium flood risk will only be permitted if evidence is submitted demonstrating that the development could not be practicably located in an area of lower flood risk.

The NPPF at paragraph 173 requires that where appropriate, applications should be supported by a site-specific flood-risk assessment. The application site is located within Flood Zone 1 (according to the Environment Agency's Flood Map for Planning); the site is less than 1 hectare and the Environment Agency does not identify the site as an area with critical drainage problems. As such a Flood Risk Assessment is not required in this instance.

There is a low probability of flooding and the site is currently for the most part hardstanding. It is not considered that the proposed development would result in unacceptable risk of flooding on the site or elsewhere.

The Environmental Permit associated with the site identifies that all operational areas of the site are impervious concrete hardstanding and the yard run-off flows to a dedicated drainage system which is served by an interceptor prior to discharge and can be sealed in an emergency using a penstock valve (used for control and isolation). The buildings have concrete impermeable flooring with no drainage and as such there would be no release to the sewer from the process areas within the building.

There are no discharges to surface water and discharges to sewer are of waste waters received from the handling, treatment and storage of oils and aqueous wastes, container washing and contaminated surface waters. This passes through a 3 stage interceptor while any trade effluent is contained for disposal off-site.

United Utilities have requested that conditions be attached to any planning permission if granted which require details of a sustainable surface water drainage scheme and foul water drainage following the hierarchy of drainage options and a drainage management and maintenance plan to be submitted prior to commencement.

In regard to drainage matters, as noted above the application relates to retrospective development and the Environmental Permit addresses drainage matters. Paragraph 56 of the NPPF requires that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Planning Policy Guidance - *Use of planning conditions* advises that conditions requiring

compliance with other regulatory requirements (e.g. Building Regulations, Environmental Protection Act): will not meet the test of necessity and may not be relevant to planning.

Having regard to the nature of the site, the fact that the buildings are in place; they have been erected on an existing hard surfaced site and taking into account that an Environmental Permit in place, issued through the Environment Agency, it is considered that the drainage matters are adequately covered by another regime and in this case not necessary to attach conditions.

Noise / Amenity Considerations

Whilst there are several isolated residential properties located across the Business Park, they are a significant distance away from the application site. The nearest properties are located to the south east on Arbor Lane which are between approx. 750 - 780 m of the site. Other industrial developments are located in between the application site and these properties.

The Council's Environmental Health Officer has suggested that a condition is imposed requiring that any fixed plant provided is of a level at least 5dB (a) below the existing L_{A90} background level in order to ensure that the background noise level is not increased. However, it is noted that the site is in the middle of an industrial estate surrounded by other uses likely to generate noise as such officers considered that it would not be reasonable to impose such a condition on the development should planning permission be granted.

Given the distance between the application site and residential properties and having regard to the surrounding uses, it is not considered that the development would have a detrimental impact on the amenity of the occupiers of those properties. There would also be no demonstrable harm to other business premises.

Health and Safety

The application site is located within the inner, middle and outer HSE Consultation Zones relating to:

Inner Zone - Baker Petrolite (H0466)

Outer Zone - Rentokil (H2043)

The Health and Safety Executive (HSE) is a statutory consultee on certain developments in the vicinity of major hazard sites and major accident hazard pipelines. The application has been considered using HSE's planning advice web app to obtain HSE advice on the planning application. In this instance, the HSE's advice is: Do Not Advise Against, consequently, HSE does not advise on safety grounds, against the granting of planning permission in this case.

Social Value

Given that the floorspace of the proposed development does not exceed 1,000 sqm a social value strategy or financial contribution towards social value is not required to be submitted.

Conclusion

The proposal is for the retention of a new replacement building and continued operation for waste recycling and waste transfer, albeit on a more significant scale, on an industrial estate. The design, materials and parking are all satisfactory and the proposal would not impact detrimentally on the amenities of the area or raises highway issues. Suitably conditioned, the development complies with planning policy and is therefore recommended for approval.

Recommendation

That planning permission be granted subject to the following conditions:

1. 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.

2. Within 3 months of the date of this permission the roller shutter doors located within the operations building shown as 'Building A' on Drawing No. 00-04 Rev. D shall be painted green to match the building.

Reason: In the interests of visual amenity preserve the character and to comply with the National Planning Policy Framework (2023), Saved Policy EC3 of the Knowsley Replacement Unitary Development Plan, adopted June 2006 and Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016.

3. Permission for the portable type buildings associated with the approved use identified on Drawing No. 00-04 Rev. D as 'Building 1-Lab'; 'Building 2 – Canteen'; 'Building 3 Toilet Block' and '4 / 5 Offices', is for a limited period only. All aspects of the buildings shall be removed within 5 years of the date of this permission.

Reason: To enable for a temporary period facilities in association with the proposed operational requirements of the use permitted and to enable the Local Planning Authority to re-assess the proposal on expiry having regard to the temporary nature of the structures and to comply with the National Planning Policy Framework (2023), Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and Saved Policy EC3 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

4. Within 3 months of the date of this permission a scheme for the provision of a minimum of 6 no. cycle parking storage spaces shall be submitted to and agreed in writing by the Local Planning Authority. For the avoidance of doubt, long stay cycle parking must be covered and offer a means to secure the cycles.

The scheme shall be implemented in accordance with the agreed details within two months of the date of the scheme being agreed.

Reason: To ensure that there is adequate provision for cycle parking that meets the needs of the proposed development in the interests of encouraging the use of sustainable modes of transport and to comply with the National

Planning Policy Framework (2023) and Policies CS2, CS7 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

5. No external lighting or CCTV shall be installed on the application site except in accordance with precise scheme details that have first been submitted to and agreed in writing by the Local Planning Authority. The scheme details shall include, but not be limited to:
 - a) Lighting - siting; support structures; elevational and specification details; intensity of illumination and predicated lighting contours/ spill details.
 - b) CCTV - siting of external cameras; specifications; support structures and detail of view paths.

The development shall be carried out only in accordance with the agreed details.

Reason: In the interests visual amenity; the amenity of adjoining land users and highway safety and to comply with the National Planning Policy Framework, Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and Saved Policies EC3, DQ2 and ENV3 of the Knowsley Replacement Unitary Development Plan.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
12/10/2023	00-04	D	PROPOSED SITE PLAN AND VEHICLE TRACKING, LODGING PARKING AND STORAGE
12/10/2023	01-01	-	PROPOSED TEMP BUILDING 1 PLAN AND ELEVATIONS
12/10/2023	01-02	-	PROPOSED TEMP BUILDING 2 PLAN AND ELEVATIONS
12/10/2023	01-03	-	PROPOSED TEMP BUILDING 3 PLAN AND ELEVATIONS
12/10/2023	01-04	-	PROPOSED TEMP BUILDING 4/5 PLAN AND ELEVATIONS
11/01/2022	00-05	-	PROPOSED BUILDING A PLAN AND ELEVATIONS
25/01/2022	December 2021	-	DESIGN AND ACCESS STATEMENT (PHILIP LAMBERT DEC 2021)
25/01/2022	-	-	BRIEF OVERVIEW OF SITE OPERATIONS
24/01/2022	-	-	GDL TREATMENT AND TRANSPORT

			CHARGES - 2022 (CONTAINER DETAILS)
24/01/2022	-	-	MULTEC ® PRESENTATION (INFORMATION ON PROCESS)
24/01/2022	-	-	MERSEYSIDE WASTE LOCAL PLAN BOX 1 STATEMENT
24/01/2022	Issue 1	-	TRANSPORT STATEMENT (JAN 2022)
24/01/2022	-	-	WASTE STORAGE AND TRANSPORT CONTAINERS
11/01/2022	-	-	SITE LOCATION PLAN

Signed Case Officer¹: **M Wishart**

Signed Authorising Officer²: **K Foster**

Date: **29 April 2024**

Informatives

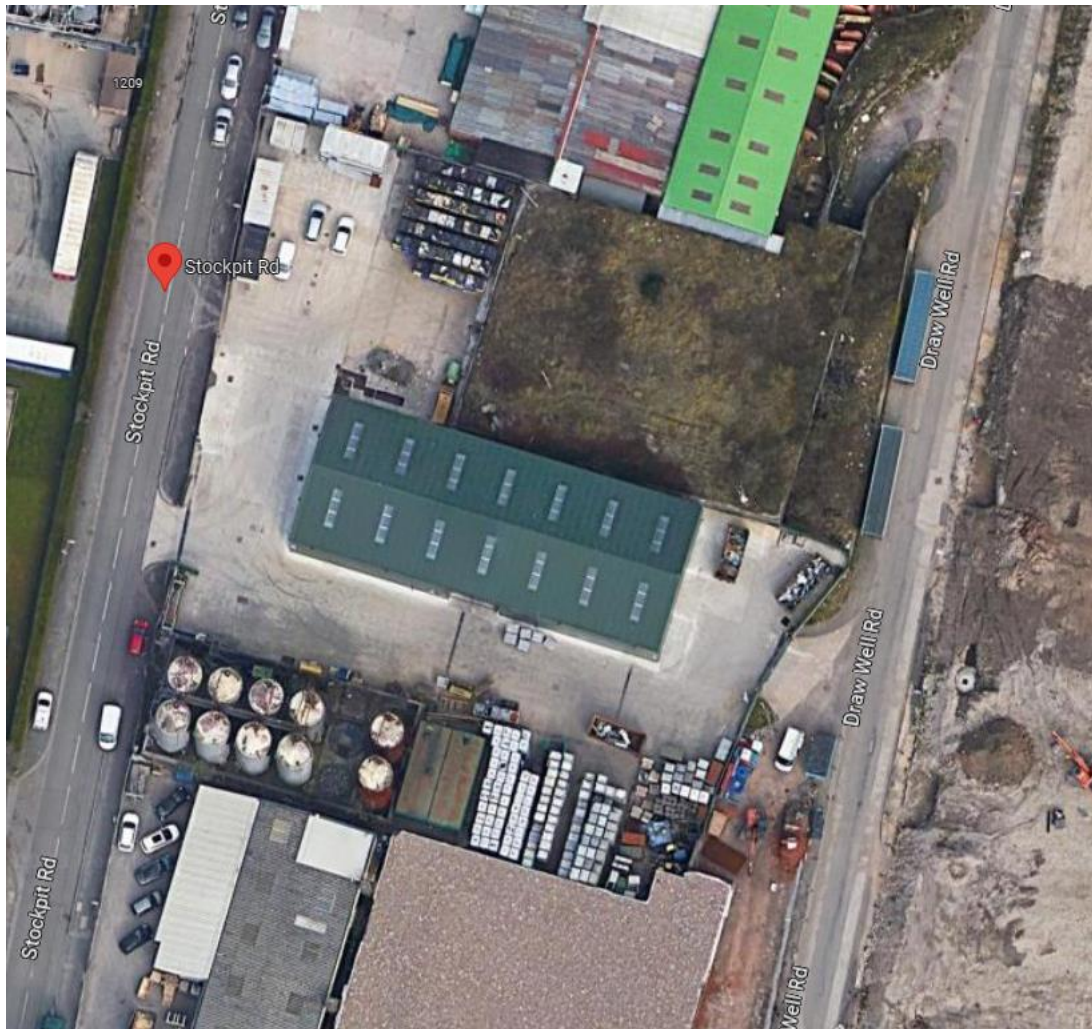
NOTE FOR APPLICANT: The applicant's attention is drawn to the following comments:

- 1 Merseyside Fire And Rescue Authority
The applicant's attention is drawn to the comments of Merseyside Fire and Rescue Authority in their letter dated 9 February 2022, as attached.
- 2 United Utilities
The applicant's attention is drawn to the comments of United Utilities in their letter dated 23 February 2022, as attached.
- 3 Highways – Access – Draw Well Road
Should the situation change in future, i.e. where amendments to the access may be needed to help ensure the continued safe operation, then the applicant is strongly encouraged to contact the Local Planning Authority.

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

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

Appendix 1 – Site Photographs



Google Imagery 2023





