

Knowsley Council
Regeneration and Economic Development Directorate.
Delegated Planning Report

APPLICATION NO: 22/00500/FUL **CASE OFFICER:** Mark Quinn

WARD: Northwood **PARISH:**

LOCATION: Stericycle, Bradman Road, Knowsley Industrial Park

PROPOSAL: ALTERATION AND REFURBISHMENT WORKS COMPRISING OF EXTENSION TO NORTH ELEVATION INCLUDING THE INSTALLATION OF LOADING BAY CANOPY, PART INCREASE IN ROOF HEIGHT TO EXISTING WAREHOUSE, AMENDMENTS TO WESTERN ELEVATION , INSTALLATION OF ROOF STACKS, ERECTION OF SUB STATION/TRANSFORMER/SWITCH ROOM BUILDINGS ,RECONFIGURATION OF CAR PARKING TOGETHER WITH THE CHANGE OF USE OF EXISTING BUILDING (OFFICE USE) TO FORM WASTE MANAGEMENT USE AND OTHER ASSOCIATED WORKS.

Site Description

This application relates to an existing waste management facility located on the corner of Bradman Road and Acornfield Road within Knowsley Industrial Park, Kirkby.

The site comprises various single storey buildings with a two-storey building location to the western site boundary.

The application site is bounded by existing industrial premises (the land to the north of the site is currently vacant).

Proposal

This application proposes an extension to the north elevation, the installation of a loading bay canopy, increase in roof height to part of existing warehouse, re-configuration of existing car park together with change of use of existing building (to the western boundary) from an office use to form a waste management use.

The proposal also includes minor changes to the western elevation and installation of roof stacks.

The throughput of waste materials would increase from 22,000 tonnes to 50,000 tonnes per annum.

Consultations

United Utilities Water Ltd - No objections in principle subject to the development being undertaken in accordance with the submitted Foul and Surface water design drawing.

Cadent Gas Limited - No objections in principle.

Highway Authority - No objections subject to conditions relating to a scheme for highway works, parking/ servicing areas and a Travel Plan

LLFA/Drainage - No objections subject to conditions requiring a detailed SW drainage scheme and a scheme for the maintenance and management of the drainage system.

Merseyside Environmental Advisory Service - No objections

Environment Agency - No objections subject to a site investigation
Environmental Health - No objections subject to planning conditions covering, fixed
plat noise, contaminated land and Construction Management Plan

Representations

This application has been publicised by letters sent to 18 neighbours. It has also been advertised by Site Notice and a Press Notice. No representations have been received.

Planning History

13/00384/FUL - CHANGE OF USE OF VACANT UNIT (USE CLASS B8) TO FORM A HEALTHCARE WASTE TREATMENT AND TRANSFER OPERATION (USE CLASS SUI GENERIS) FACILITATING THE TREATMENT AND TEMPORARY STORAGE OF WASTE PRIOR TO BEING TRANSFERRED OFF-SITE FOR RE-CYCLING TOGETHER WITH EXTERNAL ALTERATION TO PARTS OF EXTERNAL BUILDING & ASSOCIATED WORKS.

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.

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
CS24 - Managing Flood Risk

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

ENV2 - Noise and Vibration
EC3 - Primarily Industrial Areas
ENV5 - Contaminated Land

JOINT MERSEYSIDE AND HALTON WASTE LOCAL PLAN

WM0 –Presumption in favour of sustainable development
WM7 –Protecting existing waste management capacity for built facilities and landfill
WM8 – Waste prevention and resource management
WM10 –High quality design and operation of waste management facilities.
WM11 – Sustainable waste transport
WM12 – Criteria for waste management development

National Planning Policy Framework

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.

Assessment

Principle of the Development

Policy WM0 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 NPPF.

Policy WM12 in the Waste Local Plan requires all proposals for waste management proposals to include details of the proposed development and a statement covering the cumulative effects on surrounding occupiers and environment.

The existing premises comprises a clinical waste management facility– also referred to as healthcare and medical waste – and which requires correct identification, handling and disposal. Clinical waste management is one of the applicant's business operations and with their national network of clinical waste facilities they can process all types of healthcare waste pharmaceutical waste.

The site operates as a healthcare waste treatment plant and transfer site of packaged healthcare and related waste. The wastes are sourced from a range of waste producing premises including public and private hospitals, doctor surgeries, health centres, dental practices and a range of other producers of similar type wastes. The majority of the waste received at the facility will be produced by the NHS.

This site is allocated as primarily industrial development on the Knowsley Local Plan policies map. The majority of site has consent for a waste management facility, therefore in principle the alterations proposed are considered to be acceptable.

Policy WM7 in the Waste Local Plan states that existing waste management infrastructure will be expected to remain in waste management use in order to maintain essential waste management capacity, and therefore the policy is supportive of this proposal. This is a specialist waste management facility which provides capacity for

both the Liverpool City Region and beyond, therefore helping to achieve net self sufficiency.

Design & Appearance

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.

Policy CS2 'Development Principles' in the Local Plan Core Strategy 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 Development' in the Local Plan Core Strategy 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 northern elevation of the building is proposed to be extended to comprise extended loading bays. The proposed extensions would measure 29m x 7.5m and 15.7m x 10m. The proposed canopy would have maximum dimensions of 25m (width) x 7.6m depth.

The proposed extensions would be faced in cladding sheets. The existing roller shutter doors to be replaced with rapid action roller shutter doors. The specific colour finishes can be secured by planning condition.

The loading bay extension closest to the eastern elevation would attain a height of 10.8m which is required to accommodate to accommodate new plant installation internally. Whilst higher than the majority of the existing buildings on site (the existing two-storey building adjacent to the western elevation is 10.5m) given the location within a primarily industrial area this height is considered to be appropriate and would be similar to many existing buildings in the vicinity. There would be several flues projecting from the roof area of this part of the extension. These would project a maximum of 1.1m above the ridge height of the building. The colour finish of the flues can be secured by planning condition.

The alterations to the Bradman Road elevation comprise a glazed entrance door and canopy, existing timber panels to be removed and replaced, windows to be replaced and first floor of two-storey building to be repaired and painted goosewing grey. An existing roller shutter door on this elevation would be blocked with using brickwork to match existing.

Alterations to the western elevation comprise an existing large window to be removed and replaced with matching brickwork, an existing roller shutter door would also be removed and replaced with matching brickwork and two small windows would be inserted serving the reception and comms room.

The substation, transformer and switch rooms are proposed to be sited towards the north eastern side of the building close to the site boundary.

These buildings would be in one single block which would have a total dimension of 11m by 8m with a height of between 3m and 3.7m. The facing materials would be secured by way of planning condition. There are limited options for the siting of these

buildings and on balance this is considered to be acceptable subject to the approval of materials.

The proposed alterations seek to improve the overall appearance of the building and are necessary to accommodate the new machinery, to provide updated modern office accommodation and to increase the capacity for the waste processing. The external alterations would be appropriate for an industrial premises and would be in compliance with Local Plan policies CS2 & CS19 and Waste Local Plan policy WM10.

Car Parking and Highway Safety

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 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 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.

The existing parking comprises 47 spaces in the central area of the site accessed from Acornfield Road. It is proposed to re-configure this area to provide 41 car parking spaces and in addition to provide 15 parallel parking spaces along Bradman Road providing a total of 56 spaces. Due to the shift working operated in the warehouse the maximum number of vehicles on site at any one time is estimated at 53 vehicles.

With regard to the site access the existing site access from Acornfield Road will be retained. This includes the right turn only egress. In addition it is proposed to reinstate the vehicular access from Bradman Road (only for vehicles upto 3.5 tonnes). This access will be one way and all vehicles will egress the site from Acornfield Road.

11 loading bays would be provided comprising 9 bays for HGV's and tow bays for vans. A dropped kerb will also be installed on Acornfield Road to provide an HGV holding bay.

KMBC Highways team have no objections to the proposed development. The information submitted with the application, including the Transport Statement, demonstrate that the site is able to accommodate the staff parking demand arising from the increased activities within the curtilage of the building, and that the predicted impacts of the proposed development are acceptable.

Details of highway improvement works, laying out of parking and the provision of a travel plan can all be secured by planning condition.

The proposal would be in compliance with Local Plan policy CS7 and Waste Local Plan policy WM12.

Noise and Air Quality Issues

The planning application has been accompanied by an odour assessment , air quality assessment and noise assessment.

The air quality assessment demonstrates that the emissions from the proposed plant will not lead to any exceedances of the nitrogen dioxide and benzene air quality. The air quality effects are judged to be not significant.

The odour risk assessment has identified a potential for slight adverse odour effects at sensitive receptor locations. However this adverse effect is experienced at just two residential properties. Overall, and considering the location of the receptors, within a heavily industrialised area where other significant odour sources are present, it is judged that the odour effects associated with the waste treatment facility will be not significant at nearby sensitive receptor locations.

The Council's environmental health team concur with these conclusions in respect of odour and air quality.

In terms of noise the calculated noise levels in the assessment indicate that the proposed operation of the site would continue to generate very low levels of noise at the nearest residential properties which would result in no adverse effects.

The environmental health team had queried the number of additional HGV movements which the applicant has clarified and also the impact of the proposed bin washers. Whilst the difference in noise levels is 3db below the background noise levels at night instead of 5db below the difference would not be perceptible and accordingly it is considered that mitigation is not required. The Council's environmental health team are satisfied with this explanation and have no concerns over the proposed noise levels.

The proposal would therefore be in compliance with Local Plan policy CS2 and saved UDP policy ENV2.

Flood Risk and Drainage.

The planning application has been accompanied by a Flood Risk Assessment. United Utilities have advised that the details initially submitted are not acceptable given the drainage plan provided within the FRA did not show clear points of outfall. A revised drainage strategy plan has subsequently been submitted indicating the site outfall points which United Utilities are now satisfied with. The LLFA originally raised concerns in respect of the discharge rates and a detailed drainage plan including a betterment rate of 40-50% and attenuation storage. Following the submission of further details LLFA are now satisfied with the proposals subject to a detailed SW drainage scheme and a management and maintenance scheme which can be secured by planning conditions.

Contaminated Land

The Environment Agency have confirmed that they have no objections in principle to the application however given that the previous use of the proposed development site as a chemical works and waste transfer station presents a high risk of contamination that could be mobilised during construction to pollute controlled

waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a principal aquifer.

In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with the National Planning Policy Framework (NPPF).

A remediation strategy can be secured by an appropriately worded planning condition to ensure compliance with NPPF and Saved UDP policy ENV5.

Conclusion

This proposal to upgrade/refurbish and increase the capacity at this existing waste management site is considered to be acceptable subject to appropriate planning conditions relating to noise, contaminated land and highway safety issues.

The proposals would be in compliance with the relevant Local Plan, saved UDP and Waste Local Plan policies listed above.

Recommendation

That planning permission be granted subject to the following conditions:-

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

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) Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and / or full specification of materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. The development shall be carried out only in accordance with the agreed schedule of materials.

Reason: In the interests of visual amenity and to comply with Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, WM10 of the Merseyside Waste Local Plan 2013 and the National Planning Policy Framework.

- 4) The areas of infill brickwork hereby permitted shall match the brickwork of the existing building in type, size, colour and texture.

Reason: In the interests of visual amenity and to comply with Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

5. No works to the highway shall take place until a scheme for the design and layout of highway improvement works has been submitted to and approved in

writing by the Local Planning Authority. For the avoidance of doubt, the works shall include :

- Footway crossover along Bradman Road
- Footway crossover along Acornfield Road

The approved scheme shall be implemented in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the development in the interests of highway safety and amenity and to comply with Policy CS19 of the Core Strategy, adopted January 2016

6. The areas indicated on Site Plan Drawing (20) 01 Rev C to be set aside for parking, servicing, vehicular manoeuvring (including provision for pedestrians/cyclists) shall be surfaced, drained and permanently marked out or demarcated in accordance with details which have been previously submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with a timetable to be submitted to and agreed in writing by the Local Planning Authority. These areas shall be retained as such thereafter.

Reason: In the interests of highway and pedestrian safety and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

7. Within 3 months of the development being brought into use a Travel Plan shall be submitted to and approved in writing by the Council as Local Planning Authority. The Plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the Travel Plan shall include, but not be limited to:

- Involvement of employees.
- Information on existing transport policies, services and facilities, travel behaviours and attitudes.
- Access for all modes of transport.
- Targets for mode share.
- Resource allocation including Travel Plan Co-ordinator and budget.
- A parking and management strategy.
- A marketing and communications strategy.
- Appropriate measures and actions to reduce car dependence and encourage sustainable travel.
- An action plan, including a timetable for the implementation of each of the above.
- Mechanisms for monitoring, reviewing and implementing the Travel Plan.
- The approved Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied and in use.

An annual report shall be submitted to the Council no later than 1 month following the anniversary of the first occupation of the development for a period of 5 years. The report shall include a review of the Travel Plan measures, monitoring data and updated action plan.

Reason: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable and to ensure compliance with saved policy T9 in the Replacement Unitary Development Plan 2006.

8. Fixed plant and equipment associated with the development shall be designed to a level that is at least 5dB(A) below the existing L_{A90} 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 the amenities of neighbouring occupiers in respect of noise and to ensure compliance with saved policy ENV2 in the Replacement Unitary Development Plan, 2006.

9. Prior to commencement of development a scheme for the recycling and disposal of construction waste shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason : To ensure the satisfactory development of the site and in the interests of protecting the amenity of neighbouring occupiers and to comply with Policy CS2 in the Knowsley Local Plan Core Strategy January 2016 and saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

10. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water from previously unidentified contamination sources at the application site and to ensure compliance with Saved Policy ENV5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006 and the National Planning Policy Framework.

11. The throughput of waste on the site shall not exceed 50,000 tonnes per annum.

Reason: To ensure the amount of waste being processed and the number of heavy vehicle movements generated by the development is limited to that stated in the application in the interests of highway safety and amenity and to comply with Policies CS7 and CS19 in the Knowsley Local Plan Core Strategy January 2016.

12. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Detailed Drainage Strategy Drawing 90-108, Rev 07 - Dated 03/03/2023 which was prepared by Calibro. For the avoidance of doubt surface water must drain at the restricted rate of 73 l/s. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding and to ensure compliance with Policy CS24 in the Knowsley Local Plan Core Strategy January 2016.

13. Drainage works 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 the principles set out in Detailed Drainage Strategy referenced-90-108 Rev-07.

The drainage works shall be implemented in accordance with the approved scheme before the development is completed, or in accordance with a timetable set out within the drainage scheme.

Reason: To ensure a satisfactory drainage system is provided to serve the site in accordance with Paragraph 163 of the National Planning Policy Framework, House of Commons Written Statement 161 for Sustainable Drainage Systems, Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) and Policies CS2 and CS24 of the Knowsley Local Plan: Core Strategy (January 2016).

14. Prior to the first use of the development hereby permitted 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. This shall include:

- The arrangements for adoption by an appropriate public body or statutory undertaker or details of provision for management and maintenance by a management company.
- 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.
- Details for planned maintenance and a mechanism for remedial and urgent repair works. 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 and to ensure compliance with and Policies CS2 and CS24 of the Knowsley Local Plan: Core Strategy (January 2016).

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
13/03/2023	(20) 04A	REV E	PROPOSED ELEVATIONS
11/08/2022	P21-3092	-	PLANNING STATEMENT
11/08/2022	(00) 01 REV A	-	LOCATION & BLOCK PLAN
11/08/2022	J10/12494A/10/1/F2	-	Air Quality Assessment
11/08/2022	J10/12949B/10/1/F2	-	Odour Assessment
14/11/2022	NOVEMBER 2022	REV 1.1	NOISE ASSESSMENT
11/08/2022	P21-3092/TR/02	-	Transport Statement.
13/03/2023	(20) 01	REV G	PROPOSED SITE PLAN
13/01/2023	(20) 02	REV F	PROPOSED GROUND FLOOR PLAN
13/01/2023	(20) 03	REV B	PROPOSED FIRST FLOOR
13/01/2023	(20) 05	REV C	PROPOSED ROOF PLAN
13/03/2023	90-108	REV 07	DRAINAGE STRATEGY
13/01/2023	(20) 04B	REV A	PROPOSED WEST ELEVATION
13/01/2023	17694	-	SITE WASTE MANAGEMENT PLAN

Signed Case Officer¹:

Mark Quinn

**Signed Authorising
Officer²:**

K Foster

Date:

14 April 2023

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

Informatives

1. It is an offence to carry out any works within the public highway without the permission of the Highway Authority. The grant of planning permission will require the developer to enter into an agreement under s278 of the Highways Act 1980 with the Council. The applicant is advised to contact the Site Development Team at SiteDevelopment@knowsley.gov.uk to discuss the matter further.
2. The applicant, their advisers and contractors should be made aware that if any European protected species are found, then as a legal requirement, work must cease and advice must be sought from a licensed specialist.
3. With regards to condition 13 the following details are required.
 - Due to the nature of the proposed development use and potential of contamination within the site, the surface water drainage discharge hierarchy for selecting surface water destination will not be required and the connection to the public sewer systems would be acceptable. This would not however cancel the requirement of a conditional remediation strategy as requested by the EA.
 - To comply with the EA Permitting & Compliance Legislation, no restriction of surface water resulting from most of external yard areas to the foul system is required. In a similar way, no restriction of internal processed trade fluent discharging to the foul system is required. As proposed, Impermeable Catchment Area 3 will drain into the UU foul system with no restriction. It will be required to demonstrate that no surface water will leave Catchment Area 3 under the 1 in 100 plus 40% event.
 - Catchment Area 1 and 4 will drain into the public sewer systems with no changes in flow rates and the existing in-site network will be remained/repared. The CCTV survey of the in-site repaired/remained network including the connection points will be required. An assessment of level of flood risk protection provided by the existing network system in Catchment Area 1 and 4 will be required.
 - Discharge rate from Catchment Area 2 will be restricted to 28, 60 and 73 l/s during the 1 in 1, 1 in 30 and 1 in 100 plus CC events respectively. As the 40% betterment rate has been applied on all range of flow rates, a complex discharge control(s) will be required. The level of flood risk protection provided by the proposed system in Catchment Area 2 will be required. if the proposed network is design based on the 1 in 30 rainfall event, it must be demonstrated the Catchment Area 2 will be able to retain the surface water volume resulting from 1 in 100 years event plus 40% CC within itself without affecting other catchment areas or neighbouring sites/roads.
 - A detailed drainage scheme plan considering a betterment rate of 40-50% and placement of attenuation storage will be required showing the layout of the proposed drainage network for the development, post development impermeable area, the location of the storage within the proposed development and how these relate to the submitted calculations, including any chamber, pipe numbers, direction of flow, invert and cover levels, gradients diameters and dimensions. The methods of flow control must be detailed as should non-conventional elements such as pond and permeable paving.

- All fuel and chemical storage tanks must have adequate bund walls without outlets. The bund must be capable of holding more than the largest tank within it. Discharges from yard storage areas, vehicle washing areas, loading and unloading areas and any other areas likely to be contaminated by spillage should be connected to the foul sewer and may be regarded as trade effluent.
- If this proposal results in a trade effluent discharge to the public sewer, the applicant will need Trade Effluent Consent. The applicant should discuss this with their chosen retailer of wastewater services.
- It will be required that the applicant to supply evidence that exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow during the 1 in 200 rainfall event.

- 4 Based on the information available to this division we are not aware of any contamination on this site. However, the responsibility to properly address contaminated land issues lies with the owner/developer of the site, irrespective of any involvement by this Authority. The applicant/developer is requested to contact the Council's Environmental Protection Unit (Tel: 0151 443 4712) as soon as is practicable should contamination be encountered during the development of the site.

If contaminated material is encountered the applicant/developer is required to dispose of the contaminated arisings appropriately. They should also be aware of their health and safety responsibilities to workers in respect of handling such materials. The developer should also ensure that no pathways are created by which any contamination may either migrate off-site or affect site users.

The applicant should have regard to the following statement in Planning Policy Statement 23 (section 2.51) "As a minimum, after carrying out the development and commencement of its use, the land should not be capable of being determined as contaminated land under Part IIA of the EPA 1990."

5. See attached consultation responses from United Utilities received 29/03/23 and the Environment Agency received 28/11/22

Appendix 1 – Site Photographs







PLANNING APPLICATION – YOUR VIEWS REQUESTED!

22/00500/FUL

Proposed development at Stericycle, Bradman Road, Knowsley Industrial Park, Kirby, Knowsley, L33 7RU,

give notice that Stericycle has applied to KNOWSLEY METROPOLITAN BOROUGH COUNCIL for permission to do the following:

ALTERATION AND REFURBISHMENT WORKS COMPRISING OF EXTENSION TO EXISTING ELEVATION INCLUDING THE INSTALLATION OF LOADING BAY CANOPY AND TOGETHER WITH THE CHANGE OF USE OF EXISTING BUILDING (OFFICE USE) TO FORM WASTE MANAGEMENT USE AND OTHER ASSOCIATED WORKS.

The application is advertised for the following reasons:-

Major Development

You can view the planning application documents online using Public Access at: <http://www.knowsley.gov.uk/residents/building-and-planning/planning-apps>

If you wish to comment on the application please follow the above link or write to us at Regeneration and Economic Development Department, Municipal Buildings, PO Box 21, Archway Road, Hayford, L36 9FB within 21 days of the date of this notice (excluding bank/public holidays) quoting the application number. Please note, any written comments received will be available for public inspection and copying.

You can follow the application's progress, find out if it is to be heard by planning committee and be informed about the decision by using the "track" option when viewing the application and the above link on our web site. Should this application be heard at planning committee and you wish to speak at the meeting the procedure to follow can be found at: <https://www.knowsley.gov.uk/residents/building-and-planning/speak-at-planning-application/speak-at-planning-committee>

If you have difficulty in accessing the plans or wish to discuss the proposal with the Planning Officer you will need to make an appointment beforehand by contacting the Planning Services Team on: 0151 443 2381.

Signed:

On behalf of Knowsley MBC

Date: 10 October 2022.

Under the Town and Country Planning (Development Management Procedures) (England) Order 2015 (as Amended) NOTICE UNDER ARTICLE 15, 15 or 16





