

<u>APPLICATION NO:</u>	22/00559/FUL	<u>CASE OFFICER:</u>	Lee Osborne
<u>WARD:</u>	Prescot North	<u>PARISH:</u>	Knowsley Parish Council
<u>LOCATION:</u>	Land At , Ainsworth Lane, Knowsley Business Park		
<u>PROPOSAL:</u>	RETROSPECTIVE CHANGE OF USE OF LAND (APPROVED USE CLASS E) TO FORM HEAVY GOODS CONTAINER STORAGE FACILITY (USE CLASS B8) REVISED ACCESS AND EGRESS ARRANGEMENTS WITH HGV ACCESS ONLY OFF AINSWORTH LANE AND HGV EGRESS ONTO UNITY GROVE		

Site Description

The application site is approximately 0.62ha in area. The western section of the site is accessed of Unity Grove with the eastern part of the site accessed of Ainsworth Lane and which was formerly occupied by Quarry Farm, with the farm buildings demolished in 2013. The eastern part of the site is substantially higher than the western part of the site, and access from one part to the other is via a staircase. The eastern sector of the site is set back from Ainsworth Lane separated by Knowsley Brook and a vegetation strip, with access across the brook.

The surrounding area of the site is generally commercial and industrial in nature; however there are 2 residential properties on Knowsley Lane separated from the site at the rear by Unity Grove and sites on that road. There is approximately 65m plus from the rear of the Quarry Cottage and Chapel Cottage, the two residential properties on Knowsley Lane, to the southern boundary of the application site at the nearest points.

Proposal

The application is to retain the use of land as a container storage facility. Ancillary development associated with the use are the offices/staff facilities/eating area within cabins stacked two high together with W.C facilities in a single storey cabin. The cabins are metal ribbed and coloured dark green There is an external staircase to access the upper cabin. Staff parking is indicated within the western part of the site along the southern and western boundary. The container storage areas are indicated to the southern boundary in the eastern part of the site, with the areas adjacent but angled. The area closest to Ainsworth Lane is indicated at 3 containers wide, with the adjacent area to the west shown as 2 containers wide. Both areas are shown as having container storage 6 containers deep. A ramp and one way traffic flow plates are to be installed at the Ainsworth Lane access so that it can only be accessed from Ainsworth Lane, any tried egress onto that highway would be stopped by the proposed works. Entry Only signage is also to be installed at the Ainsworth Lane entrance. There are existing entrance gates which are to be retained.

Consultations

Highway Authority - No objections but request on-site and off-site works conditions.
LLFA/Drainage - No objections.

Knowsley Parish Council - No comments received.

Environment Agency - No objection in principle but wish request the following (summarised) informative and comments be attached: -

- As a result of the FRA, the applicant will be aware of the potential flood risk and frequency. The applicant should be satisfied that the impact of any flooding will not adversely affect their proposals.

- Knowsley Brook is a designated statutory main river. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place within certain stated distances of the riverbank. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and it is advised that they consult with EA at the earliest opportunity.

- The Knowsley Brook from the Knowsley boundary to the East Lancashire Road supports a small population of Water Voles. The application does not appear to demonstrate that any groundworks have occurred in or near that location. The water vole is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 and is a priority conservation species.

Cadent Gas Limited - No objections but have request an informative be attached to the decision notice.

Representations

This application has been publicised by letters sent to 15 neighbours.

There has been 1 objection. The representations are summarised as follows: -

- The objector notes 2.3 of the Planning Statement.
- The objector state that the site is directly behind their property and is not within a designated industrial zone, but within a Business Park used primarily for small businesses except for two recent larger scale business.
- The applicant submitted photos and states that there are no industrial / commercial units or tree planting between the site and the objector's dwelling (the dwelling) and the site is directly visible from the dwelling with no screening or shielding of views, made worse by land behind the dwelling dropping away.
- Loss of visual amenity and disruption of the horizon by brightly coloured, scruffy containers massively exceeding the roof line of existing low-level units.
- Avient (the building which dominates the space), is neutral in colour and is single story, and it sits in a dip.
- The land of the development site raises again significantly and is very much elevated.
- The storage container on the application site is significantly elevated and one storage container on the ground is level with the top of the existing business unit / building of Avient. As soon as another container is put on top, and as proposed in peak times a third on top of that, the height is overwhelming, totally obscuring the horizon and raising the height of the site so as to tower over the existing buildings and impose itself over our house.
- There is no tree planting at all to obscure or minimise the visual disruption this site causes to the occupiers of the dwelling.
- The planning applicant says the site has been operating on a trial basis since March 2022 without complaint. The objector states that complaint was raised immediately that the site use was changed, and in fact informed the site was operating without consent.
- The objector alleges that the owner approached them and tried to avoid planning, by asking them what they wanted in order to accept the use of land.
- The objector notes that they want due process to be followed, and proper planning

to be considered, and want visual amenity considered.

- They note that if the plans are granted permission, it cannot be without a requirement to be tree, shrub and bush planting to obscure the random, scruffy and brightly coloured containers.

- They also state that containers should not be stacked and must only be one high, perhaps two in peak times, but absolutely no higher than that, as that would prevent any screening being effective.

- The objector notes paragraph 4.2 of the Planning Statement.

- In response the objector notes that School Lane is already backed up at peak times, and there is standing traffic past the dwelling morning and afternoon, with the road in a constant state of disrepair due to the heavy goods which it is unsuitable for.

- The objector notes that the proposed development talks about access from Ainsworth Lane, but states that in fact the access is from School Lane via Nunthorpe Road, which is a single track road, narrow and unsuitable entirely for such heavy goods vehicles, with the sign on the corner knocked over frequently (sic). They state that container trucks cannot "get around the corner onto Nunthorpe Road without mounting the curb and ripping up the tarmac road and this access is not designed for, or built for or suitable for such heavy goods vehicles."

- A objector states that a key rationale for the site use seems to be proximity to the docks in Bootle. The objector states that it is impossible to see how there are not more suitable sites closer to the docks on brown field sites, and may not have been considered due to cost. _ They state that whilst the site is close to the M57, the actual access roads are unsuitable. They comment that the access via Nunthorpe is only partially paved, and it is dangerous for pedestrians and other road users when such massive vehicles try and use the single track road.

_ The objector notes 4.3 and 4.5 of the Planning Statement.

- The objector states that the site holds truck and cars which are sometime left with their engines running, assuming they note to build up pressure in their brake systems. There is activity of working and high revving of engines, moving containers using a heavy industrial container lift and vehicles coming and going at all times of day and night. At weekends there is no let-up either. With tyres and wheels being changed using noisy pneumatic impact wheel nut drivers.

- The objector states that references to medical supplies in previous paragraphs, and 'keeping shop shelves stacked' is just propaganda - aimed at tugging on your post-covid, Ukraine conflict affected world supply chain understanding. There is 100% no impact on shelves being stacked as a result of this proposed development - to think otherwise is simply naïve and ridiculous. At least once, the site seemed to be being used to ride and test quad bikes over the weekend.

- The objector states that there is nothing vital to industry about this site, which is being used as a money grabbing cash injection, whilst the intended use is delayed.

- The objector notes 4.7 of the Planning Statement.

- The objector states that the site may be only 800m as the crow flies from the motorway, but access to the site is via a lane, a lane with residential properties on it which is unsuitable and cannot sustain the existing weight of traffic - even before such heavy and additional vehicles come to use it. This development they state adds to the weight of traffic, to damage of the unsuitable roads even further and causes harm to the area and the environment. The objector states that the "idling engines alone add countless tonnes of CO2 to the air in the area."

- The objector notes 4.8 and 4.9 of the Planning Statement.

- The objector states that site is not suitable or well located for access to the Port of Liverpool and that there are countless sites to the South and North of the dock area more suitable which "clearly have not been explored." They state that there is no

alignment with this type of activity to the rest of the business park and there are no wider regeneration, environmental and amenity benefit, as stated in paragraph 5.4.

- The objector notes 5.7 of the Planning Statement: -
- The objector states that the buildings in the immediate vicinity to the site are not comparable to the high-rise, scruffy, brightly coloured storage containers at all, with existing buildings low level, neutral coloured and low impact. They note that the work they do generates no noise, and no nuisance and no visual difficulty.
- The objector notes 5.8 of the Planning Statement.
- The objector states that as already demonstrated with the attached photographs the scale and height of the containers does not take into account the significantly elevated position of the plot in comparison to the adjacent business units or residential properties. They state that the height is not proportionate - and in fact it is disproportionate.
- The objector notes that there is mention of "An extensive group of trees screening the site from Ainsworth Lane" - and a plan which shows extensive trees on the southern elevation -but that in fact "there is no such 'extensive grouping of trees, or trees of any note on the southern elevation at all! This is simply untrue and disingenuous. As can plainly be seen from the photographs I've attached."
- The objector notes 5.10 and 5.11 Of the Planning Statement. paragraph 5.10 the applicant states:
 - The applicant asserts that the site is not primarily industrial in nature, and that there are low-level business units and residential properties primarily in this area. The objector notes as previously stated that there is no tree planting between the site and the dwellings. The objector asserts that they have not complained as they are not prepared to speak directly with the owners who are "clearly open to underhanded dealing" and they are "reliant upon the proper planning process."
- The objector notes 5.13 - 5.16 of the Planning Statement.
- The objector states that both entrances are unsuitable as next to Chums on Unity Grove; to access the site, the trucks have to mount the pavement and have damaged the grass and created great ruts in the ground as the access is too narrow as it is at an odd angle to the road.
- The objector states that the planning application conveniently completely overlooks that access to the site from School Lane is via Nunthorpe Road - a single track road, which is unsuitable for heavy good vehicles, which they cannot access it without mounting the kerb or knocking over signs.
- The objector asserts that any additional movements of vehicles on School Lane or surrounding lanes will add to the existing congestion and disrepair of the roads, and mounting the kerb puts pedestrians and workers who walk and bike up and down the lane at risk.
- The objector states that there is no positive environmental impact, and that mention of boundary hedges and trees is "nonsense, as they are sparse at best."

This objector states in their summary that:

- The application does not comply with planning policy and is therefore not a sustainable development.
- The proposal re-purposes a previously residential site to provide a facility which is of no assistance to regional logistics supply chains, which will by no means help to reduce unnecessary HGV movements across the supply chains or support local / regional businesses.
- The proposal results in detrimental visual impact on the dwelling and other low-level business units.

- The proposal will introduce significant volumes of traffic into this partial residential area and other areas vulnerable to increases to traffic.
- It is only 800m from a major motorway junction - as the crow flies - and as such will be detrimental to highway capacity and safety to the existing highway network.
- Amenity for the two properties on School Lane, are absolutely not safeguarded by way of the existing landscape screening and buffer zone which blocks views to the development - as shown and proven.

Following revised drawings superseding some of the originally submitted drawings the neighbours were re-notified of the revised drawings; no further objections were received as a result.

Planning History

18/00086/FUL - APPLICATION TO VARY CONDITION NO. 9 RELATING TO PROVISION OF LIGHTING AND CCTV, AS APPLIED TO PLANNING PERMISSION 14/00827/FUL (ERECTION OF 19 NO. INCUBATOR STARTER UNITS WITHIN 5 NO. BLOCKS USE CLASS B1(b) and B1(c), CONSTRUCTION OF INTERNAL ACCESS ROAD OFF UNITY GROVE, PROVISION OF CAR PARKING SPACES. ERECTION OF CYCLE AND BIN STORES, BOUNDARY FENCING TOGETHER WITH LANDSCAPING AND ASSOCIATED WORKS) VARIATION SOUGHT TO CHANGE CONDITION FROM PRE-COMMENCEMENT TO PRE-OCCUPATION. Granted: 11.04.2018.

14/00827/FUL - ERECTION OF 19 NO. INCUBATOR STARTER UNITS WITHIN 5 NO. BLOCKS USE CLASS B1(b) and B1(c), CONSTRUCTION OF INTERNAL ACCESS ROAD OFF UNITY GROVE, PROVISION OF CAR PARKING SPACES. ERECTION OF CYCLE AND BIN STORES, BOUNDARY FENCING TOGETHER WITH LANDSCAPING AND ASSOCIATED WORKS. Granted: 13.04.2015.

13/00280/DEMCON - PRIOR NOTIFICATION OF PROPOSED DEMOLITION OF BUILDINGS. Prior approval required and refused: 12.07.2013.

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

CS7 - Transport Networks

CS19 - Design Quality and Accessibility in New Development

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)

EC3 - Primarily Industrial Areas

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

The application seeks the continued use of the land for shipping container storage and the retention of cabins for staff use. The approved use of the site is for 19 no. incubator starter units within 5 no. industrial buildings (approximately 1236 sq. metres) together with associated infrastructure (14/00827/FUL) with access of Unity Grove with a new internal road serving the units, and this use now falls within Class E of the Use Classes Order 1987 as amended. Whilst it appears that this scheme was never implemented the site is designated as Primarily Industrial on the Local Plan Policies Map.

The current use for which retention is sought is for the storage and distribution of shipping containers which falls with B8 Use, and therefore is acceptable in principle. Policy CS11 of the Core Strategy that the principle focus of development north of South Boundary Road will be of Class B2 (now Class E(c)) and Class B8, with Class B1 (now Class E (g)) and Class B8 focused south of Boundary Road. With the use of the site as it currently operates and under consideration for retention of use being Class B8, the use meets with Policy CS11 of the Core Strategy.

Given that the site is vacant and that the proposed development is compatible with the business park it is considered that the application complies with Policies CS2 and CS11 of the Core Strategy and Saved Policy EC3 and the principle of the use is acceptable.

Design and Visual Amenity Considerations

Shipping containers are steel boxes in essence and have a uniform appearance except for the colour; in appearance they are what they are, a utilitarian design and form which serves a function essential to the functioning of the modern world. Container storage, B8 use, is found on industrial and business parks and does not

form an anomalous use or appearance. The containers are visible from the rear of the two dwellings fronting Knowsley Lane. However, these dwellings are located within the business park and as such the visual outlook of such dwellings needs to take into account the context of their siting within such an area, and that the southern boundary of the eastern part of the site (where the containers are located) is in excess of 60m away. The land the containers are stored on is higher than the land to the south though and as such it would not be unreasonable to require some planting along the southern boundary. The staff cabins whilst utilitarian in design are similar in appearance to the containers and being located in the western part of the site at the end of Unity Grove are not readily visible from public vantage points. The application does not seek to remove any of the existing vegetation along the banks of the Brook adjacent to Ainsworth Lane.

Given the above the application complies with Policies CSCS2 and CS19 of the Core Strategy and Saved Policy EC3 of the UDP.

Highways Considerations

The amended scheme proposes HGV access is proposed off Ainsworth Grove with egress onto Unity Grove, and staff access and egress through Unity Grove. There is no objection from the Council's Highways Engineer in this respect; although in assessing the proposal the original scheme which proposed that Ainsworth Lane provide the site access and egress for HGVs which was not considered suitable due to the bend in the road and the visibility splay being shielded by vegetation on land not in the control of the site operator. The scheme has been amended so that vehicles would not be able to egress the site onto Ainsworth Lane, and further details are required to be submitted and approved to ensure this, by way of traffic flow plates. Due to the difference in land levels a sloping internal road scheme would need to be submitted for approval which shows safe movement for HGVs from the higher land in the east down to the egress point onto Unity Grove, and any such agreed scheme implemented within a specified time frame.

There is adequate space within the site for staff parking.

Provided that an agreed internal road is provided which allows safe movement of HGVs from the container storage area down to the lower ground to egress the site onto Unity Grove and that the traffic impediment system is implemented to prevent egress onto Ainsworth Lane the application would comply with Policies CS2, CS7 and CS19 of the Core Strategy.

Residential Amenity

The site is designated as primarily industrial within a business/commercial area. There are two residential properties fronting Knowsley Lane and backing onto Unity Grove. Given that the properties are in excess of 60m from the eastern, container storage, part of the site and the context of the properties being sited within the business park and fronting Knowsley Lane, part of the strategic road network of the Borough, it is considered that amenity impacts of the container storage use are acceptable.

The application complies with Policies CS2 and CS19 of the Core Strategy.

Flood Risk

The application has been supported by a flood risk assessment (FRA) and drainage

strategy which demonstrates that there are no adverse flood risk impacts from the development. Following consideration of the application and the drainage strategy together with the FRA the LLFA and the Environment Agency both confirm that they have no objections to the application.

The development complies with Policies CS2 and CS24 of the Core Strategy.

Points of Objection

With regards the comments of the objector the following points are noted: -

The objector state that the site is directly behind their property and is not within a designated industrial zone, but within a Business Park used primarily for small businesses except for two recent larger scale business.

- The site is within the Knowsley Business Park and the site and surroundings are designated primarily industrial land. The objector's property and another residential property along a little along Knowsley Lane that are residential properties within the Business Park; the properties are in the location due to historical reasons from when the area was agricultural, but the fact of the matter is that they are now an anomaly within the Business Park.
- The applicant submitted photos and states that there are no industrial / commercial units or tree planting between the site and the objector's dwelling (the dwelling) and the site is directly visible from the dwelling with no screening or shielding of views, made worse by land behind the dwelling dropping away.
- Whilst there is a line of site from the property to the application site the view is across Unity Grove and the curtilage of a commercial enterprise and approximately 60+m away. Whilst there is little planting along the southern boundary (there appears to some relatively low level scrub hedging along part of the southern boundary as seen in site photos taken) a planting scheme condition is recommended. It should be noted that there appear to be no windows on the first floor rear elevation of the dwelling, and the photos submitted appear to be from the garden area over the fence.
- Loss of visual amenity and disruption of the horizon by brightly coloured, scruffy containers massively exceeding the roof line of existing low-level units.
- The storage of containers within Business and Industrial Parks are recognised sites for container storage. Three units' high stacks up 9.2m, slightly higher than ridge heights of houses. The site is within a business park and such height is considered reasonable.
- Avient (the building which dominates the space), is neutral in colour and is single story, and it sits in a dip.
- The land of the development site raises again significantly and is very much elevated.
- The application site is higher than the land to the south and south-east, due to the natural topography of the area. However the containers as previously noted are more than 60+m from the rear of the objector's house within the industrial and commercial area.

- The storage container on the application site is significantly elevated and one storage container on the ground is level with the top of the existing business unit / building of Avient. As soon as another container is put on top, and as proposed in peak times a third on top of that, the height is overwhelming, totally obscuring the horizon and raising the height of the site so as to tower over the existing buildings and impose itself over our house.

- It is not considered that 3 high containers would impose themselves over a house 60+m away with commercial unit curtilage and Unity Grove highway between. During the site visit the containers were not stacked, only one high, and the 3 high container stacking would be limited to busy, peak storage times.

- There is no tree planting at all to obscure or minimise the visual disruption this site causes to the occupiers of the dwelling.

- A planting condition is recommended along the southern boundary of the eastern part of the site where storage occurs.

- The planning applicant says the site has been operating on a trial basis since March 2022 without complaint. The objector states that complaint was raised immediately that the site use was changed, and in fact informed the site was operating without consent.

- It is noted that the application came about due to inquiries by the Planning Enforcement Team as a result of a complaint.

- The objector alleges that the owner approached them and tried to avoid planning, by asking them what they wanted in order to accept the use of land.

- This cannot be substantiated, with no evidence. Such would not affect the outcome of a planning application.

- The objector notes that they want due process to be followed, and proper planning to be considered, and want visual amenity considered.

- They note that if the plans are granted permission, it cannot be without a requirement to be tree, shrub and bush planting to obscure the random, scruffy and brightly coloured containers.

- This is dealt with in response points above.

- They also state that containers should not be stacked and must only be one high, perhaps two in peak times, but absolutely no higher than that, as that would prevent any screening being effective.

- 3 high containers is considered to be reasonable in a business park, 60+m from the residential property. The objector does not seem to recognise that their property is situated within a business park surrounded by primarily industrial sites and land, and the context of that needs to be considered and it recognised that such a dwelling will not have the same level of amenity as might be expected within a residential housing estate for example.

The objector also raises a number of points regarding the highway network, notably that the road network cannot handle the traffic generated by the use as it is pretty

much at capacity, and that surrounding roads such as Nunthorpe Road, are not suitable for heavy HGVs. With regards these points it should be noted that the Council Highways Engineer has no objections to the application subject to requested conditions.

The applicant also stated that sites clearer to the docks should have been used or considered. Under consideration are the merits or otherwise of the use of the application site for the storage of containers only, not whether other sites should be used. That is outside the remit of the planning system which in the case of the retained use of the land does not require a sequential test.

Conclusion

The use is compliant with planning policy and taking the business park siting into account the impacts are considered acceptable. Provided that planting occurs along the southern boundary of the eastern part of the application site, and that an internal road can be constructed to allow safe egress of HGVs from the container storage part of the site onto Unity Grove together with measures to allow Ainsworth Lane be used for access only, it is considered that planning policies are complied with and the application is therefore recommended for approval subject to conditions.

Recommendation

That Planning Permission be granted subject to the following condition(s):-

- 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) The containers shall only be located in the two areas shown on the approved plans with no single container being more than 2.6m in height and the containers shall be stacked no more than 3 containers high, as measured from ground level and standard height loading/stacking pallets.

Reason: To protect visual amenity and to comply with 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 2016.

- 3) Within 1 month of the date of this planning permission a scheme of access for loaded HGVs to traverse from the higher land of the container storage areas (as indicated on the site plan) to the lower area of land with the staff facility cabins and parking (as indicated on the site plan) shall be submitted to and agreed in writing by the Local Planning Authority and the agreed scheme implemented within an 3 months of the date of this planning permission whereupon HGVs shall only access the site from Ainsworth Lane, and shall egress the site only using the implemented access road onto Unity Grove at all times (in accordance with the submitted statement from the applicant received 27.11.2023).

Reason: In the interests of highway safety taking account the lack of visibility to south-east of the site access point due to the bend in the road and the

significant vegetation and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 4) Notwithstanding any details shown on approved drawings, within two months of the date of this planning permission a scheme for tree planting along the southern boundary of the container storage part of the site as identified on the Site Layout plan referenced UCD-E-LOC-BLO-001 Rev C shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include planting plans, specifications and schedules, planting size, species and numbers/densities, details of any trees to be retained, establishment and maintenance details. The agreed scheme shall be submitted with the 2024/2025 planting season (October 2024 - March 2025).

Any trees planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees of similar size and species to those originally required to be planted and to the same establishment and maintenance regime.

Reason: To ensure that the site is satisfactorily landscaped / screened having regard to its location and higher level than land to the south, the nature of the use and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 5) Within 2 months of the date of this planning permission, the kerb radii at the Ainsworth Lane site entrance shall be increased to 8m as shown on the Ainsworth Lane Entrance Details drawing referenced UCD-E-LOC-BLO-004 Rev B and shall be retained as such at all times.

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) Within 1 month of the date of this planning permission details of a scheme shall be submitted to and approved in writing by the Local Planning Authority showing a hard paved surface from the carriageway of Unity Grove into the site for a minimum distance of 20m beyond the gateway, in order to prevent the tracking of debris onto the highway. For the avoidance of doubt the scheme shall provide room for an HGV and a car to pass in opposite directions and shall include an improvement to the alignment of the route between the adopted highway and the site entrance to avoid overrun of vehicles onto verge areas.

The development shall be implemented in full accordance with the approved scheme details within 3 months of the date of this planning permission and shall be retained as such at all times.

Reason: To ensure the provision of safe and adequate means of access to and from the development in the interests of highway safety and amenity and to comply with Policies CS2, CS7 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.

- 7) Any gate or other form of gate or barrier across the access at Ainsworth Lane shall remain open at all times the development is in operational use.

Reason: To permit vehicles to pull clear of the carriageway when entering the site, in the interests of highway and pedestrian safety and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 8) Notwithstanding any approved documents and plans within 1 month of the date of this planning permission a scheme showing details of the proposed flow direction plates shall be submitted to and approved by the Council as Local Planning Authority. The plates shall be positioned at least 18 metres back from the nearside edge of the carriageway of Ainsworth Lane. They shall be installed in accordance with the agreed scheme within 3 months of the date of this permission and shall remain operational at all times. For the avoidance of doubt, they must be configured to prevent any vehicles exiting the site onto Ainsworth Lane and shall remain in place and functioning at all times.

Reason: To prevent vehicles leaving the site onto Ainsworth Lane, in the interests of highway safety and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
03/04/2023	REV 2	-	LOCATION PLAN
27/01/2023	UCD-E-SECT-ELEV-002	REV A	EXISTING SECTIONS ON 'A-A' NAF 'B-B' WITH EXISTING PARTIAL SOUTHERN AND WESTERN ELEVATIONS
27/01/2023	-	-	FLOOD RISK ASSESSMENT
03/04/2023	UCD-E-LOC-BLO-003	-	ELEVATIONS OF SITE CABINS AND TYPICAL CONTAINERS
27/11/2023	UCD-E-LOC-BLO-001	C	SITE LAYOUT AND BLOCK PLAN
28/02/2023	UCD-E-LOC-BLO-004	B	AINSWORTH LANE ENTRANCE DETAILS (1:500 & 1:200)
27/11/2023	NMFP 02	1	HGV FLOW PLATE
27/11/2023	-	-	EURORAMP DETAILS
27/11/2023	-	-	EURORAMP DATA
21/06/2023	-	-	DRAINAGE STRATEGY REVISION 1 - ADDITION OF HYDROLOGICAL ASSESSMENT OF POTENTIAL IMPACT ON GROUNDWATER
01/02/2023	-	-	PRO-FORMA 1: SUSTAINABLE DRAINAGE SYSTEM: PLANNING PERMISSION
27/11/2023	-	-	AINSWORTH LANE ENTRANCE STATEMENT

Signed Case Officer¹: **Lee Osborne**

**Signed Authorising
Officer²:** **K Foster**

Date: **23 October 2024**

Informatives

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

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 Environment Agency.

- 3 Cadent

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

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