

<u>APPLICATION NO:</u>	22/00412/FUL	<u>CASE OFFICER:</u>	Maxine Wishart
<u>WARD:</u>	Prescot North	<u>PARISH:</u>	Knowsley Parish Council
<u>LOCATION:</u>	Land At Ainsworth Lane (Adjacent to Flogas), Knowsley Business Park, Knowsley		
<u>PROPOSAL:</u>	CHANGE OF USE OF LAND TO FORM HGV TRAINING AND TESTING CENTRE INCLUDING THE ERECTION OF 1 NO. SINGLE STOREY BUILDING, WIDENING OF EXISTING VEHICULAR ACCESSES AND OTHER ASSOCIATED WORKS		

LAND ALLOCATION

Primarily Industrial Area

Site Description

This application relates to a vacant site covering c. 0.04 ha situated on the north-eastern side of Ainsworth Lane adjacent to premises occupied by Flogas. The site is located on the Knowsley Business Park, Kirkby and surrounded by other industrial and commercial uses.

The application is hard surfaced with no buildings on the site. It is enclosed by existing 2.4 m high palisade fencing. The site currently has two access points immediately off Ainsworth Lane via existing double vehicular access gates.

There are trees on the site together with foliage and shrub to the periphery of the site. The trees are understood to have been planted under an historic NUVIL planting scheme for industrial land.

The site is located on an existing industrial area and surrounded by other commercial and industrial uses.

Proposal

The application proposes the change of use of land to form a HGV training and testing centre including the erection of 1 no. single storey building, widening of existing vehicular accesses and other associated works.

Consultations

Knowsley Parish Council - No Comments Received.

Arboricultural Officer (Knowsley Council) - No objections subject to trees to be lost being replaced on a 1:1 basis at 20-24 cm and 5 days notice prior to commencement of development to ensure tree protective fencing being in place.

Environmental Health (Knowsley Council) - No objections in principle subject to conditions relating to contaminated land; construction management and hours of construction.

Local Highway Authority (Knowsley Council) - No objection subject to conditions relating to cycle/motorcycle parking; and site access junctions.

Environment Agency - No objection in principle. Advise that "whilst Schedule 4 (t) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 requires the Environment Agency to be consulted on all developments within 20 metres of the top of a bank of, a main river, the Land Drainage Byelaws for our area only seek to control any activity within 8 m of any flood defence structure, culvert or the bank of a main river, or 16 m if it is a tidal main". As the proposed development lies between 8 metres and 20 metres away from the main river EA have standard comments on 'lower risk' developments to replace case by case consultation as is the case with this proposal. Advise the site is in proximity to a COMAH establishment.

Health and Safety Executive - Do not advise against, on safety grounds, against the granting of planning permission in this case.

Merseyside and Rescue Authority - No objections. Make comments in relation to access for fire appliances; water supply and Section 55 of the County of Merseyside Act 1980.

Representations

This application has been publicised by letters sent to 11 neighbours. No representations have been received.

Planning History

APP. NO:	95/00374/APP
PROPOSAL:	SITING OF 6 No PORTABLE TYPE BUILDINGS (INCLUDING 1 No TWO STOREY BUILDING) PLUS FORMATION OF COVERED AREA TO PROVIDE OFFICE AND STORAGE ACCOMMODATION, SITING OF INDUSTRIAL SKIP AND COMPACTOR FOR WASTE MATERIAL, PROVISION OF CAR PARKING AND NEW ENTRANCE / EXIT POINTS, ERECTION OF 3.0 M. HIGH PALISADE SECURITY FENCING, INSTALLATION OF 18 NO. FLOODLIGHTS TOGETHER WITH 14. NO. 6 M. SUPPORT POLES.
DECISION:	Granted
DECISION DATE:	14 September 1995

APP. NO:	95/00435/ADV
PROPOSAL:	ERECTION OF 3 No. 6M. HIGH FLAG POLES
DECISION:	Granted
DECISION DATE:	19 September 1995

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.

The site is designated as a Primary Industrial Area on the Local Plan Policies Map. The relevant adopted policies for the assessment of the application are listed below.

National Planning Policy Framework

KNOWSLEY LOCAL PLAN: CORE STRATEGY

- SD1 - Sustainable Development
- CS1 - Spatial Strategy for Knowsley
- CS2 - Development Principles
- CS7 - Transport Networks
- CS8 - Green Infrastructure
- CS11 - Principal Regeneration Area - Knowsley Industrial and Business Parks
- CS19 - Design Quality and Accessibility in New Development
- CS21 - Greenspaces and Trees
- 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
- DQ4 - Trees and Development
- ENV2 - Noise and Vibration
- ENV3 - Light Pollution
- ENV4 - Hazardous Substances
- ENV5 - Contaminated Land

The Joint Merseyside and Halton Waste Local Plan 2013

- WM9 - Sustainable Waste Management Design and Layout of New Development

SUPPLEMENTARY PLANNING DOCUMENTS

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

Assessment

Principle of Development

The application seeks consent to utilise a vacant site as for use as an HGV training and testing centre, the erection of a building, The application proposes the change of use of the land to an HGV training and testing centre together with the erection of a portable type building that would be used primarily as a classroom and secondly as an office with associated canteen and toilet facilities; widening of the accesses and associated works. The proposed use does not fall within any specific employment use classes.

Core strategy Policy CS4 (Economy and Employment) states that planning will be used to provide sufficient land to meet employment development needs to 2028, and that provision will be made for at least 164 hectares of land to be developed for employment uses between 2010 and 2028. Part (7) of the Policy goes on to state that land which is currently in use or allocated for employment development will be safeguarded from changes to other types of development, except where:

- there is no current or likely future demand for employment uses on the land or,
- where other uses would bring wider, regeneration, environmental and amenity benefits.

Saved UDP Policy EC4 states that proposals for development for other uses in these areas (either on sites which are allocated for development or on other land or buildings) will only be permitted where they would:

- Be complementary to and compatible with the surrounding employment uses;
- Be consistent with any approved regeneration strategy for the area;
- Preserve or enhance the image of the industrial area; and
- Avoid causing an unacceptable loss of land available for industrial development.

The application does not propose an employment use and, therefore, in accordance with Policy CS4 it should only be allowed if there is no demand for employment development on the application site, or the proposal would bring wider regeneration, environmental and amenity benefits.

The site has been vacant for a number of years and last occupied in 2008. The application is not supported by any evidence to demonstrate that there is no demand for an employment use on the site, however, it is understood that the site, which is in the Council's ownership, was held vacant for the Knowsley Business Park Heat Network Project which has since been abandoned. Whilst the site did become available in 2021 no suitable offers were made following a tender period. And the

provision of an HGV training facility has been identified as a priority for the borough due to the identified shortage of HGV drivers by Knowsley businesses (something that has been recognised at regional level through support funding etc).

The application is not supported by any evidence to demonstrate that there is no demand now or in the future for an employment use on the site.

The Applicant puts forward a case that the key benefits of the proposal are as summarised below:

- While the proposed development isn't a traditional employment/industrial use, it clearly supports the employment uses already present within Knowsley Business Park.
- The Government has identified the critical shortage of skilled HGV drivers and recognises the implications for the economy. The proposed development stems from shortage of HGV drivers in the UK (approximately 30,000, This proposal supports the ambitions and objectives of both Government and regional and local strategy.
- The site's longstanding vacancy evidences no demand for employment. Therefore, it is believed that the introduction of an HGV training and testing site would comply with policy CS4 and positively contribute to the longevity of the wider area as an industrial park and centre for employment.
- Currently the nearest DVSA HGV testing facility is the Switch Island Bootle Driving Test Centre, located approximately 13 Km from the site. ...The proposed facility will eliminate need to travel to this existing facility, create additional educational and employment opportunities for Knowsley and the Liverpool City region.
- Since March, in collaboration with The City of Liverpool College, NWEAT UK have successfully trained 72 drivers in existing facilities who subsequently secured employment.
- Applicant has 80 drivers on the Department of Education's 'Skills Bootcamp' programme and are expected to enrol around 260 next year due to being able to access another funding stream combined with the local authority.
- The Government's Northwest Bootcamps programme is not to be continued furthering need for this facility.
- Evidence that there is a high skills shortfall in Knowsley compared to national levels. HGV testing and training facility will help to meet this essential demand for drivers, whilst delivering an array of socio-economic benefits
- The proposal will create educational, skills and employment benefits direct and indirect employment benefits creating jobs on site and skills to individuals to secure skilled jobs.
- Newly qualified HGV drivers have an average wage of between £35,000 and £50,000, helping to boost the local economy.
- Proposed location will provide opportunities for local businesses in the area to

provide valuable skills for their workforce... potential for expansion due to training opportunities.

The applicant's case is reasonable, and officers believe that the proposed development would help to provide training opportunities relating to a recognised shortfall. This would deliver 'wider regeneration benefits' and this should carry significant weight in favour of the proposed development.

The proposed use would be compatible with the industrial character of the area, and it would not undermine the primary employment role of the Business Park. It would bring into use a site which has been vacant since 2008, improving its condition and visual appearance.

Officers believe that an industrial estate is the most appropriate location for such a proposal as opposed to it being located in a more sensitive location such as close to residential properties or in the countryside.

The proposed building operations, involving HGVs are fundamentally of an industrial character, appropriate in an industrial setting. The proposed development would not detract from the appearance of the industrial estate, or regeneration plans for the area.

The application proposes to use the site as a training facility and this is not an employment use as required under Policy CS4. Nevertheless, the proposed use would help to address an identified skills shortage and would bring about wider regeneration benefits – it would also have some limited amenity/environmental benefits brought about by the use and tidying up of a site which was last used in 2008. Given that the site is vacant, that the proposed development is compatible with the business park and that were the development to go ahead it would only result in the loss of 0.4 hectares of employment land, it is considered that on balance the principle of the development is acceptable.

Layout and Design

The site would be accessed directly from Ainsworth Lane. There would be a separate access and egress. Existing access points would be amended to provide adequate visibility and to enable access gates to be set back into the site.

It is proposed to install a single storey portable type building towards the front of the site to accommodate classroom, office canteen and WCs. associated with the use. The building would have dimensions of 11.24 m wide by 12.23 m deep. The building walls would be finished with a sand/cement render coloured off-white. The windows and doors would be grey uPVC and it would comprise dark grey single ply membrane roofing.

The building is of a temporary design and not a permanent structure. The design of the building is considered to be appropriate in this location for the short term to meet the needs of the applicant in setting up the training centre. However, it is considered that that a permanent structure would need to be provided in the long term.

Therefore, a condition to limit the development for a period of 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")

24 no. parking bays would be laid out behind the proposed building with HGV access

A cycle store would be provided with provision for motorbike parking bays

Boundary Treatments

The site is enclosed by existing palisade fencing and the proposed development would require re-positioning of fencing and gates. This would be replaced with matching palisade. Whilst it is normally expected that a higher quality design would be provided adjacent to a main road frontage, in this instance given the remainder of the site is enclosed by this type of fencing and which is currently positioned across the site frontage, the replacement fencing and gates would not have a detrimental impact on the visual amenity of the street scene.

Highway Considerations

It is proposed to have an 'in' access to the south of the site and an 'out to the north.

It is anticipated that there would be 20 students and 4 staff on site. 3 no. HGVs on the site overnight and there would be 24 no. parking bays provided. In addition, there would be cycle and motorcycle parking provided.

The Council's Highway Engineer has no objection to the proposed development subject to conditions relating to the cycle and motorcycle parking being implemented prior to occupation' the access/ egress gates remaining open that the operation is in use and amendments to the site access junctions being implemented prior to use.

It is considered that a condition to secure Electric Vehicle Charging Points on the site is required in accordance with NPPF paragraph and Core Strategy Policies CS2, CS7, CS19 and CS22.

Arboricultural Considerations

There are a number of trees within the development site and on adjacent land and therefore the application is accompanied by supporting arboricultural reports. In order to facilitate the development, the report indicates that the development would result in the loss of 6 no. trees all of which, are identified as being of poor-quality (Category C). The Council's Arboricultural Officer has no objection in principle to the loss of the trees subject to mitigation for the trees lost and protective fencing being installed during the construction phase to protect remaining trees. These matters can be secured through suitable planning conditions should permission be granted.

Health and Safety

The application site is located within the inner and middle HSE Consultation Zone relating to Knowsley redevelopment Ltd (HSE HID Ref H3499) and within the inner zone of Flogas Britain Ltd, the adjacent site (HSE HID Ref: H0591).

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.

Flood Risk

Paragraph 162 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 167 in 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 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. The site is located between 8 metres and 20 metres of the top of the bank of a main river.

The Environment Agency does not identify the site as an area with critical drainage problems and 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.

Noise/ Amenity Considerations

There are several isolated residential properties located across the Business Park. The nearest properties, Chapel Cottage and Quarry Cottage are located between approximately 150 m and 165 m to the southeast and southwest of the application site. Other industrial developments are located in between the application site and these properties.

Given the distance of the application site and the surrounding uses, it is not considered that the proposed use of the site would have a detrimental impact on the residential amenity of the occupiers of those properties. There would be no harm to business premises.

Overall, the application would not cause harm in relation to noise. This is supported by the views of the council's Environmental Health team who have no objection subject to conditions. However, they have requested that hours of construction are controlled and a construction management plan are secured by condition, however, given the location these are not considered to be necessary in this instance given the industrial location.

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 has reviewed the proposal and has advised that due to previous uses of the site, then a contaminated land investigation is required. If planning permission is granted a condition is recommended in relation to contamination, to require a Phase 1 investigation to establish whether there are any concerns of contamination and if identified as necessary a further site investigation and remediation proposals, thereby ensuring that there would be no harm from contamination.

Overall, the application would not cause harm in relation to Contamination. This is supported by the views of the council's Environmental Health team who have no objection subject to conditions.

Conclusion

The proposal is acceptable in principle and would be complimentary to surrounding uses in the business park. It is considered that the proposed development would comply with the development plan as a whole and would not harm the amenity of neighbouring premises or the area in general. Suitable mitigation would be secured for the loss of trees on the site and impacts on the highway network would be acceptable. The application complies with local planning policies and is therefore recommended for approval.

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. Permission for the portable type building associated with the approved use is for a limited period only. All aspects of the building shall be removed within 5 years of the approval 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 structure and in accordance with the National Planning Policy Framework (2021), 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. **Contaminated Land**

- a) A Phase I site investigation shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development in order to establish whether there are any concerns of contamination from the current or previous use of the site or adjacent

sites. This report shall include the results of a desk study, site walkover, and human health and environmental risk assessment.

- b) If identified as necessary by the desk study a Phase 2 site investigation and remediation proposals shall be submitted for approval prior to works commencing. In any event the applicant/developer is requested to contact the Council's Environmental Protection Unit (Tel: 0151 443 4712) as soon as is practicable should previously unsuspected contamination be encountered during the development of the site.
- c) A site completion report shall be submitted for written approval prior to occupation confirming that encountered site conditions were as expected and detailing any necessary remedial actions.

Reporting of Unexpected Contamination

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

Importation of Soil/Material

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

Reason: To ensure contamination is appropriately identified and a strategy is in place before works commence on the site to prevent pollution in the interests of human health and the pollution of the water environment and to comply with the National Planning Policy Framework (2021), Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and Saved Policy ENV5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 5. No part of the development shall be used for the purposes hereby approved until the site access junctions have been implemented in accordance with the approved plans. The accesses shall be kept available for use 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 the National Planning Policy Framework (2021) and Policies CS2, CS7 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

6. Any gate or other form of barrier across the access / egress shall remain open at all times during operational hours.

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 the National Planning Policy Framework (2021) and Policies CS2, CS7 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

7. The development hereby permitted shall not be used for the purposes hereby approved until the cycle and motorcycle parking provision has been provided, in accordance with the approved details and shall be retained as such thereafter at all times that the use is in operation.

The cycle shelter "Secure Zeus Cycle Shelter" as approved shall be powder coated in a dark colour.

Reason: To ensure that adequate provision is made for parking cycles and motorcycles on the site and to comply with the National Planning Policy Framework (2021), Saved Policy T7 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, Policies CS2, CS7 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and the Ensuring a Choice of Travel SPD (2010).

8. No part of the development hereby permitted shall be used until scheme details for the planting of replacement trees has been submitted to and agreed in writing by the Local Planning Authority:

The scheme shall include replacement planting for the 6 no. trees to be lost due to development, identified in the submitted Arboricultural Implications Assessment prepared by Mulberry, dated 29 September 2022 referenced TRE/ALK and shall include:

- i. Replacement tree planting at minimum of 5 trees at 10 - 12 cm girth.
- ii. An outline specification for ground preparation;
- iii. The proposed arrangements and specifications for initial establishment;
- iv. Maintenance and longer-term maintenance of all planted areas.

The approved scheme shall be wholly implemented in its finally approved form within the first available planting season following the use of the development as a HGV training and Test centre. Any tree which is lost, felled, removed, becomes diseased, or is substantially damaged within a period of five years thereafter shall be replaced in kind during the first available planting season following the date of loss or damage. The development shall be fully constructed in accordance with the approved scheme in accordance with timescales contained therein.

Reason: In the interests of visual amenity and to comply with the National Planning Policy Framework (2021), National Design Guide (2021), Policies CS2, CS19 and CS21 of the Knowsley Local Plan Core: Strategy, adopted

January 2016 and Saved Policies EC3 and DQ4 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

9. At least five days written notice shall be given to the Local Planning Authority of the intention to commence development. The protective fencing referred to in the Arboricultural Method Statement prepared by Mulberry dated 29 September 2022 referenced: TRE/ALK shall be in place prior to the written notice of the start of development being given to the Local Planning Authority and shall be retained in place until the development is complete.

No storage of plant or material (including soil) works (including movement of soil, changes in ground level, vehicular movements, siting of temporary buildings or other works), lighting of fires or tipping of liquids shall take place within the protective fencing thereby defined for the duration of the development works.

Reason: To protect existing trees within the site in the interests of visual amenity and to comply with the National Planning Policy Framework, Policies CS2, CS8, CS19 and CS21 of the Knowsley Local Plan: Core Strategy, adopted January 2011, saved Policy DQ4 of the Knowsley Replacement Unitary Development Plan, adopted June 2006 and Trees and Development SPD (2016).

10. Prior to the first use of the development for the purposes hereby permitted details of 2 no. Electric Vehicle Charging Points readily available from a dedicated parking space, shall be submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt the charge points shall be:

- a) a minimum of 7KW;
- b) at least Mode 3 or equivalent;
- c) untethered; and
- d) located in order to comply with the Equality Act 2010 and the accessibility requirements set out in the Building Regulations Part M.

The EV charging points shall be clearly marked as such and the works shall be implemented and made available for use in accordance with the approved details prior to first use of the development and thereafter retained in accordance with the approved details.

Reason: In the interests of air quality, promoting sustainable travel opportunities and to comply with the National Planning Policy Framework (2021) and Policies CS2, CS7, CS19 and CS22 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

11. Notwithstanding the detail on the approved layout plan, prior to the first use of the development hereby permitted, precise scheme details of the waste storage facilities and details of the facilitation for the collection of waste and recycling from the site shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include but not be limited to:

- i) Details of the type / size of the waste containers;
- ii) Elevational details of the enclosure, including materials and colour / finish; and

iii) Detail of containers for waste and recycling;

The waste storage / collection facilities shall be constructed and implemented in accordance with the approved details before the first use of the development hereby permitted and maintained thereafter at all times that the development is occupied.

Reason: In the interests of ensuring the provision and availability of adequate waste storage and facilitation of collection; visual amenity and to comply with the National Planning Policy Framework (2021), Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 Saved Policy EC3 of the Knowsley Replacement Unitary Development Plan, adopted June 2006 and Policy WM 9 of the Joint Waste Local Plan (2013).

12. Prior to the installation of the fencing and gates hereby permitted they shall be painted or powder coated to match the existing fencing / gates and maintained as such at all times.

Reason: In the interests of visual amenity 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 Policy EC3 of the Knowsley replacement Unitary Development Plan, adopted June 2006.

13. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any order revoking and re-enacting that order with or without modification, the use hereby approved shall only be for a HGV Training and Testing Centre and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) shall not be used for any other purpose without the express written consent of the Local Planning Authority first being obtained.

Reason: To enable the Local Planning Authority to ensure control is retained over the use of the development site in the interests of safeguarding existing employment land having regard to Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and policy H8 of the Knowsley Replacement Unitary Development Plan, adopted in June 2006.

14. Prior to any external lighting being installed on the development site, precise scheme details shall first be submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt, the details of any lighting scheme shall include, but not be limited to:

- A site layout indicating positions;
- A detailed description and precise details of the type of lighting;
- Details of isolux and luminosity details which shall be designed so that the lighting does not result in excessive light spill onto the highway or adjacent sites.

The scheme shall subsequently be implemented and retained thereafter only in accordance with the approved details.

Reason: To ensure the development is safe and convenient for future users and in order to minimise the effect of lighting on the surrounding highway

network and neighbouring sites and to comply with the National Planning Policy Framework (2021), Policies CS2, CS7 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, Saved Policies ENV3 and EC3 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
15/11/2022	2792-F01	REV. D	PROPOSED SITE ACCESS PLAN
15/11/2022	A_DR_002	REV. H	PROPOSED SITE PLAN
15/11/2022	A_DR_004	REV. D	BOUNDARY TREATMENT PLAN
03/10/2022	TRE/ALK	-	ARBORICULTURAL IMPLICATIONS ASSESSMENT - MULBERRY 29 SEPTEMBER 2022
03/10/2022	TRE/ALK	-	ARBORICULTURAL METHOD STATEMENT - MULBERRY 29 SEPTEMBER 2022
30/09/2022	-	-	SHELTER SOLUTIONS SECURE ZEUS CYCLE SHELTER
05/07/2022	A_DR_000	REV. A	SITE LOCATION PLAN
05/07/2022	A_DR_003	REV. A	PROPOSED PLANS & ELEVATIONS

Signed Case Officer: M Wishart

Signed Authorising Officer: Alan Kilroe

Date: 28 November 2022

Informatives

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

- 1 The comments of Merseyside Fire and Rescue Authority in their letter dated 28 July 2022.
- 2 It is an offence to carry out any works within the public highway without the permission of the Highway Authority. This permission requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980, the Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out

these works. Prior to the commencement of any works, the applicant is advised to contact the Council's Maintenance Contractor Tarmac on 0800 023 2334 or Knowsley.highways@tarmac.com

Appendix 1 – Site Photographs





