

Planning Committee

28 June 2012

Reference:
APP/12/00030

Area Team:
South Team

Case Officer:
Ms J Storey

Ward:
Rock Ferry

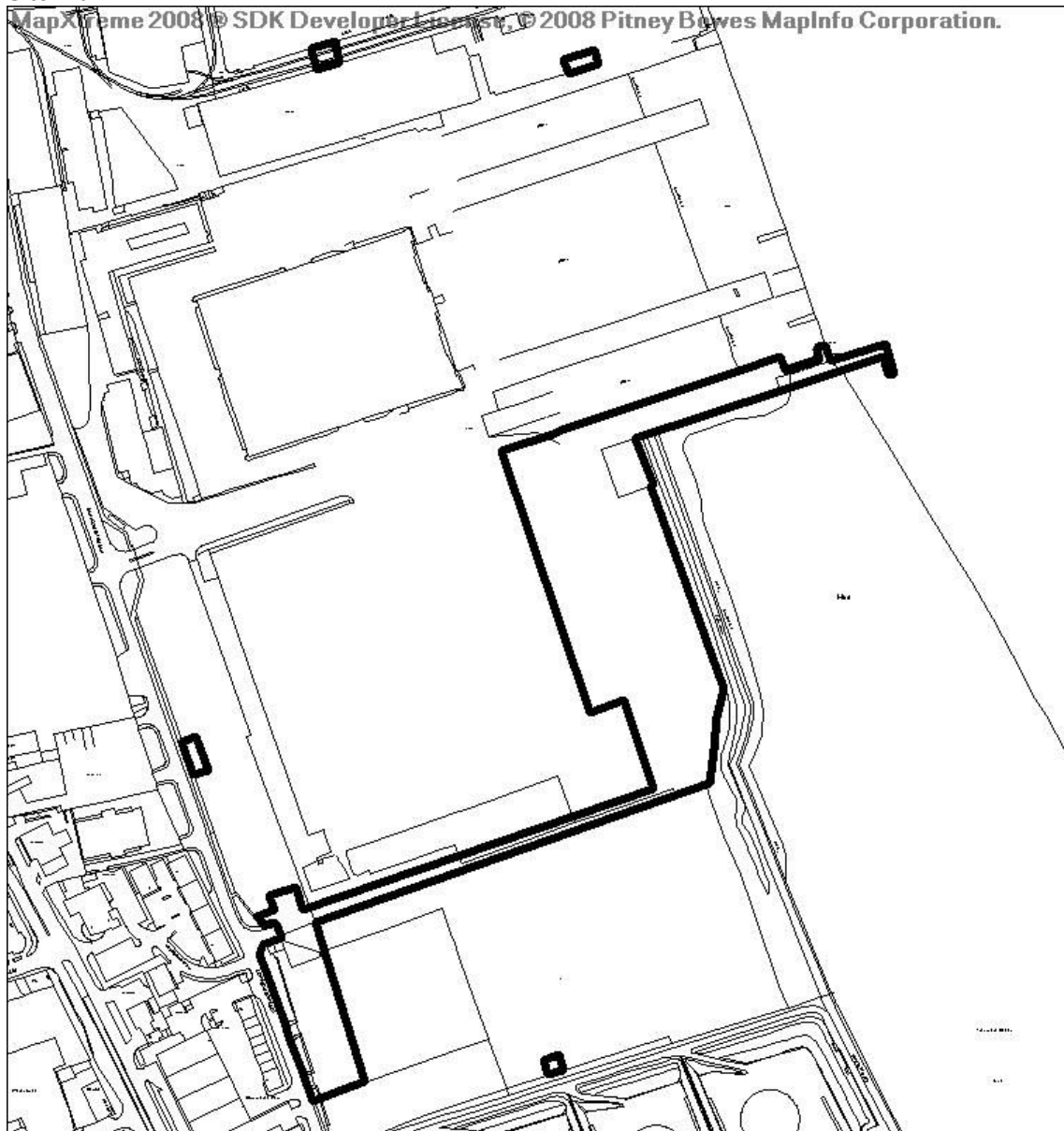
Location:
Proposal:

Cammell Laird, CAMPBELTOWN ROAD, TRANMERE, CH41 9BP
Temporary planning permission for three years to erect amenities (portacabins, sub stations x 2, warehouse storage building, storage tank, gangway and pontoon, palisade fencing, access gates and 6 lighting towers) to facilitate the coordination of construction of parts of the Gwynt y Mor Offshore Wind Farm.

Applicant:
Agent :

RWE npower renewables
N/A

Site Plan:



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Development Plan allocation and policies:

Employment Development Site
Coastal Zone
Primarily Industrial Area

Planning History:

There are no previous applications relevant to this proposal

Summary Of Representations and Consultations Received:**REPRESENTATIONS**

None received

CONSULTATIONS

United Utilities - No objections subject to the application of conditions relating to drainage and chemical storage tank protection.

Fire and Rescue Service - No objections

Environment Agency - No objections subject to the attached conditions

Director of Technical Services (Traffic & Transportation Division) - No objections

Director of Law, HR & Asset Management (Pollution Control Division) - No objections subject to the lights to be sited and shaded as to not impinge upon neighbouring properties.

Director's Comments:**REASON FOR REFERRAL TO PLANNING COMMITTEE**

The proposal is defined as Major Development within the Council's Scheme of Delegation for determining Planning applications and is therefore required to be determined by the Planning Committee.

INTRODUCTION

An area of the Cammell Laird Shipyard has been leased for a four year period by the applicant G YMOWFL for the construction of the GyM Base Harbour Port Facility. The site is situated between the Shipyard and Tranmere Oil Terminal, adjacent to the River Mersey (East). Other active industrial premises lie to the West of the site, on the other side of Campbelltown Road. The site has historically been used for laydown purposes (external storage), for the shipyard. The proposed use of the site; for the laydown of components, will therefore not change.

Planning permission is required to place temporary buildings (portacabins) and amenities at the GyM Base Harbour Port Facility to provide employee facilities for marine logistics coordination, construction management and the mobilisation and transport of workers involved in construction of the 160 no. turbine offshore wind farm.

The GyM Base Harbour Port Facility will be used for the temporary storage of the wind turbine foundations and the storage and internal fit out of the secondary foundation pieces, the transition pieces (TPs). The wind turbines themselves will be delivered to the Port of Mostyn, although some components may need to be stored at the Base Harbour Port Facility if space becomes limited at Mostyn.

All delivery of the large components will be by sea. Vessels will enter and be moored in the Cammell Laird Wet Basin, where they will be unloaded using 2 no. mobile cranes. Components will then be transported within the port facility to the laydown areas using self propelled modular transporters (SPMTs). A further 2 no. mobile cranes will be used to lift components into the locations on the application site where they will be stored until they are required for taking offshore for installation.

No fabrication of the foundations or TPs will take place at the GyM Base Harbour Port Facility. The assembly procedure will however require the onshore fitting out of the TPs, which will involve the installation of additional components to the inside and outside of the TPs. This work will take place on

the Wet Basin Quay where a specific grillage has been installed to allow the vertical erection of 6 no TPs where they will be fully fitted out prior to taking offshore.

The proposal briefly comprises of 10 individual portacabins, one two-storey portacabin and a 32-modular building are required for staff

- Security
- Marine Logistics Coordination
- Construction Management
- Induction
- Mess facilities
- Toilets and Showers
- Lockers / Drying Room
- Dispatch Waiting Room
- Personal Protective Equipment Storage
- First Aid
- Office space
- A temporary 50x20m? warehouse building is required for storage purposes.
- Contractors area

Two areas have been identified for contractors offices; workshops and storage. At this stage the layout of the contractor areas is unknown as contractors will change at different stages of the wind farm development, as will their individual requirements. The type of temporary buildings to be used in these two areas will be similar to the individual portacabin unit design and will either be single storey or double stacked. No temporary buildings for the use of contractors will be erected outside of these two designated areas.

120 temporary parking spaces, using existing areas of hard standing will be required. Two areas for parking have been identified; one adjacent to the office accommodation, and the other; an overflow parking area adjacent to the Reddington Access Gate, which will be accessed via Reddington Gate, but has a separate exit 100 metres to the South-East of Reddington Gate. A one way system will be employed through the overflow car park with vehicles entering in front of the Reddington security gate and exiting at the far end of the car park.

Two antennae will be fixed to the double stacked Titan unit (Construction Managers and Marine Coordinators cabins) using antenna masts. The AV7 antenna will be 18mm in diameter and rise approximately 12 metres vertically from ground level (6 metres above the double stacked unit).

Gangway and Pontoon - A separate application has been made to the Marine Management Organisation (MMO) for Marine Works License to construct a temporary gangway and pontoon to transfer crew and workers to the GyM site.

The proposed Crew Transfer Vessel (CTV) pontoon will be assembled and installed within the Mersey Estuary; and extend some 132m into the estuary from the existing jetty, accessed via a gangway.

The proposed pontoon will have at least 2m of water depth beneath it at all states of the tide, allowing 0.5m keel clearance at Lowest Astronomical Tide (LAT). The location of the pontoon has been carefully selected to meet these requirements whilst avoiding the need to dredge. The pontoon will extend into the River Mersey between depths of 2m to 10m to Chart datum

Employment and hours of operation

The applicants have stated that the number of people employed on site is expected be very fluid throughout the construction of GyM, over the 3 year period. It is anticipated that the maximum number of workers on site will be 150 with the following hours of work:

- 40 - 50 staff within office block 0800 – 1700 hrs
- 30 onshore site staff 0730 – 1930 hrs (dependant upon workload)
- 60 - 70 offshore staff 0700 – 1900 hrs

The logistics base will be in operation seven days a week.

The development will require planning permission from both the Local Planning Authority and a Marine Works License pursuant to Part 4 of the Marine and Coastal Access Act (MCAA) 2004. A Screening Opinion was received from the MMO on 30th January 2012 confirming that an Environmental Impact Assessment (EIA) would be required to support the marine license application

PRINCIPLE OF DEVELOPMENT

The proposed development is located approximately 0.7km north of the Mersey Estuary Special Protection Area (SPA) and Ramsar and New Ferry Site of Special Scientific Interest (SSSI). To the north of the proposed development site (approximately 2.6km) lies the Mersey Narrows SSSI. At the mouth of the Mersey Estuary the North Wirral Foreshore pSPA and Dee Estuary SAC are 6.8km away from the application site.

Further designations such as Liverpool Bay SPA, Sefton Coast SSSI/SAC and the Ribble and Alt Estuaries SPA and Ramsar are located further north of the proposed development site, which have the potential to be indirectly impacted upon due to the transfer of the partially erected turbines to the site offshore.

The proposal has been assessed against any possible adverse impacts on the local environment, either on natural or anthropogenic receptors. The Local Authority has prepared an HRA screening opinion as competent Authority along with MMO for the Marine license which is required for elements of the scheme. . The proposal will be considered in light of both national and local planning policy considerations and in light of the impact of the proposal on the environmental quality of the natural environment.

The presumption in favour of sustainable development does not apply to projects requiring HRA.

SITE AND SURROUNDINGS

The site is located at the following address: GyM Base Harbour Port Facility, Campbeltown Road. The land currently comprises an operational quay adjacent to the wet-basin, a jetty for crew transfer activities and large areas of flat ground to be used for laydown of components. It was previously occupied by manufacturing sheds and ancillary structures.

There are existing hard concrete and tarmacadam surfaces where temporary portacabin buildings and parking areas are sited. . The site is generally flat and is at an approximate elevation of 9.0m Above Ordnance Datum (AOD). The nearest residential area is approximately 250m from the site, although separated from the site by the A41 and the Birkenhead to Chester railway line, which is on embankment.

POLICY CONTEXT

NATIONAL PLANNING POLICY FRAMEWORK

The NPPF core planning principles support “the transition to a low carbon future in a changing climate and encourage the use of renewable resources (for example, by the development of renewable energy)” It also encourages “the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.”

The framework recognises that “planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure which is central to the economic, social and environmental dimensions of sustainable development.”

The NPPF also requires local planning authorities to help increase the use and supply of renewable and low carbon energy, and recognise “the responsibility on all communities to contribute to energy generation from renewable or low carbon sources. They should:

- have a positive strategy to promote energy from renewable and low carbon sources;

- design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts;
- consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources.

The proposed development is an example of such development required to deliver a wider renewable energy project that has already obtained Government consent (as part of the Government's Round 3 offshore energy programme) and will make a significant contribution to UK renewable energy targets.

The NNPF also recognises that the presumption in favour of sustainable development does not apply where development requiring appropriate assessment under Birds or Habitats Directives is being considered or planned.

In summary of the above, it is clear that the proposed development accords with the policy principles and objectives set out in the NNPF and should be considered favourably. The NNPF also requests, in coastal areas, that local planning authorities take account of the UK Marine Policy Statement and Marine Plans.

REGIONAL SPATIAL STRATEGY

The application has been assessed against the following Regional Policies

DP1, Spatial Principles
 DP3, Promote Sustainable Economic Development
 DP4, Make the Best Use of Existing Resources and Infrastructure
 DP7, Promote Environmental Quality
 DP9, Reduce Emissions and Adapt to Climate Change
 RDF3, The Coast
 RT6, Ports and Waterways
 EM1, Integrated Enhancement and Protection of the Region's Environmental Assets
 LCR1 Central Lancashire City Region Priorities
 LCR2 conformity. The Regional Centre and Inner Areas of Liverpool City Region

WIRRAL UNITARY DEVELOPMENT PLAN

COA1 Principles For The Coastal Zone:

Within the coastal zone proposals for development will have to satisfy additional development control criteria related to:

- (i) preserving and enhancing the character of the coast, in particular, it's national and international importance for nature conservation and the quality of the coastal landscape;
- (ii) directing development appropriate to the coastal zone to the developed coast"

Policy CO1 Development Within the Developed Coastal Zone:

Development will be permitted within the Developed Coastal Zone subject to the following criteria:

- (i) the development requires a coastal location, unless the applicant can demonstrate that there are no alternative sites outside the Coastal Zone capable of accommodating the proposed development;
- (ii) the proposal will not adversely affect coastal and marine nature conservation or earth science archaeology, urban or rural landscape value or visual quality; and
- (iii) the proposal does not reduce the effectiveness or impede the maintenance of sea defence or coastal protection structures and additionally satisfies the requirements in Policy CO5 and Policy CO6 relating to development in areas at risk from flooding and erosion.

The Cammell Laird site lies within the designated Coastal Zone and any proposals for the site will, therefore, have to satisfy Policy COA1. The development is considered to be in line with Policy CO1 (ii) "directing development appropriate to the coastal zone to the developed coast" as the proposed site is on brownfield land that was formerly used by Cammell Laird Shipyard, but has remained derelict since 2004. The nature of the development requires a coastal location as it is supporting infrastructure for offshore development. The potential effects of the development have been carefully

considered and it is not predicted to have an effect on coastal / marine conservation or landscape value or visual amenity. The proposal is not considered to have any impact on the effectiveness or maintenance of sea defence or coastal protection structures and the site is not considered at risk of flooding.

Proposal EM1: Former Cammell Laird Shipyard:

The Cammell Laird site is allocated for a mix of B1 (Business), B2 (General Industry), B8 (Storage and Distribution) and D2 (Assembly and Leisure) uses, as defined in the Town and Country Planning (Use Classes) Order 1987. The proposal states that "other compatible uses may also be allowed providing it is established that they are necessary to secure and bring forward the overall redevelopment of the site for industrial and business use, subject to all the other relevant policies of the Plan."

The proposed development would be a B2 (General Industrial) use.

Policy EM6: General Criteria for New Employment Development;

This policy states that "applications for all new employment development, on sites allocated for employment use or within Primarily Industrial Areas, including proposals for the conversion, re-use or extension of existing premises, will be permitted subject to Policy EM7 and all the following criteria:

- (i) the proposal does not lead to an unacceptable loss of amenity, have an adverse effect on the operations of neighbouring uses or compromise the future development of land in the vicinity for employment or other uses;
- (ii) satisfactory access to the development can be provided, before it comes into use, in a way which is not detrimental to the amenity of the area;
- (iii) the proposal does not generate traffic in excess of that which can be accommodated by the existing or proposed highway network;
- (iv) adequate off-street car and cycle parking is provided;...
- (v) the siting, scale, design, choice of materials, boundary treatment and landscaping is of a satisfactory standard and is in keeping with neighbouring uses - temporary buildings or structures will only be permitted in exceptional circumstances and only for a period not exceeding five years."

The proposed development is considered to be in line with the requirements of Policies EM6 and EM7. There will be no loss of amenity. The proposal is for temporary development only, for three years, and will not compromise the future development of land in the vicinity. It will not generate traffic in excess of that which can be accommodated by the existing highway network. There will be a minimal number of heavy loads by road to set the site up (for example crane delivery). All wind turbine components will be delivered to the site by sea. The traffic generated on the highway will therefore be limited to workers travelling to and from site. This will be a steady flow in the morning and evening as shift patterns are variable. A Travel Framework Plan has been produced and submitted alongside the application.

The application is for a temporary period of 3 years. Post construction the land will be returned to its previous use.

Proposal NC1: The Protection of Sites of International Importance for Nature Conservation: states "development proposals which may affect a European Site, a proposed European site or a Ramsar site will be subject to the most rigorous examination."

Policy NC2: Sites of International Importance for Nature Conservation:

identifies the Mersey Estuary Wetland as a site of International Importance and a Special Protection Area. It states also that "proposals which have potential to damage the nature conservation interests which underlie the designation of these sites will be dealt with in accordance with Policy NC1."

An assessment of the potential impact of the proposed development has been carried out in consultation with Natural England and it is considered that the proposal will not have an impact on any Sites of International Importance

The proposed development is not anticipated to affect the setting of the Liverpool City World Heritage Site and is outside the 1km buffer zone implemented to safeguard this heritage asset.

The development is proposed within a busy port and can be considered to be a revival of historic use of the shipyard and contribute to regeneration of the area. In this way the proposed temporary development can be considered appropriate development within the chosen location. In addition, due to the nature of its surroundings in the busy estuary and the backdrop of current and historic industrial activity along the Birkenhead shoreline, the surrounding landscape has the capacity to absorb the proposed development without causing significant landscape or visual intrusion.

The proposed development is temporary in nature and will occur during the construction phase of Gwyn ty Mor wind farm. Post construction the land will be returned to its previous use.

TRT3 Transport and The Environment:

“In assessing the environmental impact of transport infrastructure and proposals, the local planning authority will pay particular attention to the following:

- (i) main transport corridors;
- (ii) the design of new highway schemes and highway improvement schemes;
- (iii) reducing unnecessary traffic in environmentally sensitive or primarily residential areas;
- (iv) parking and servicing arrangements;
- (v) minimising vehicular - pedestrian conflict;
- (vi) meeting the needs of cyclists;
- (vii) securing access for disabled people;
- (viii) minimising noise, visual impact and air pollution; and
- (ix) minimising the need to travel.”

Policy TR12: Requirements for Cycle Parking;

seeks where practicable that new industrial development will be required to provide cycle parking facilities - one stand for every twenty car parking spaces.

Transport Policies in General:

The UDP in particular advocates developments in close proximity to the Borough's main transport corridors, both road and rail, and therefore envisages efficiency and environmental concern in addressing peoples needs for mobility.

The potential impact on the local transport infrastructure has been considered and the total traffic generated will not result in a significant impact on local traffic and transport. The main traffic generated will be workers travelling to and from site. The main bulk of materials will be delivered to site by sea, utilising the Cammell Laird wet basin for unloading. Components will then be transferred to the laydown area, all within the boundaries of the site Cammell Laird / GyM Base Harbour Port Facility site. 20 no. cycle spaces and 120 no. car parkingspaces are provided as part of the proposed development. .

The site is located in close proximity to the Borough's main transport corridors. Green Lane train station is within 10 minutes walking distance..

WAT1 Fluvial And Tidal Flooding:

“Planning permission will only be granted for new development which would not be at risk from fluvial or tidal flooding, or which would not increase these risks to other developments.”

The edge of the site is located within flood zones 2 and 3. The Environment Agency havehas no objections to this proposal

JOINT MERSEYSIDE WASTE DEVELOPMENT PLAN DOCUMENT

The Joint Waste DPD approved by Council on 17 October 2011 (minute 46) was submitted to the Secretary of State for public examination in February 2012. The Waste DPD proposes to allocate the southern part of the site adjacent to the Tranmere Oil Terminal for the potential provision of a sub-regional scale waste facility, subject to proposed Policy WM2. Weight should be applied to the provisions of the Joint Waste DPD, as it has reached an advanced stage in its preparation (NPPF para 216 refers). The weight to be applied to an emerging plan can be balanced against other material considerations.

The safeguarding of this site for waste uses will be considered in further detail at the public examination, towards the end of June 2012, following representations from the landowner, as the use being applied for is temporary and the application boundary would not impinge on the majority of the area being proposed for allocation, the application proposal is not considered to prejudice the proposed allocation for future waste related-uses.

APPEARANCE AND AMENITY ISSUES

The proposed buildings and structures are of a temporary nature and located within an industrial area. The surrounding buildings are of a scale and design in keeping within the industrial designation of the area. The proposal will not therefore impinge on the visual quality of the surrounding area.

SEPARATION DISTANCES

Separation distances do not apply in this instance, as no residential properties will be affected by the proposed development.

HIGHWAY/TRAFFIC IMPLICATIONS

The proposed development will inevitably generate some additional traffic over and above that currently experienced, peaking during the construction phase and again during the subsequent removal of the temporary buildings and structures when the site is no longer required. Once operational the scheme will have a limited effect on the local transport infrastructure with the day to day traffic stabilising to provide for personal (car) and company transport (vans) onto and off site for the office staff and workforce.

The site will only be accessed by traffic directly from Campletown Road, via an existing access. The potential impacts on traffic and transport may occur in the form of:

- Disruption of transport links, including delays and congestion brought about by an increase in overall traffic numbers due to traffic movements associated with construction;
- Conflict with other road users, including pedestrians and public transport (buses, taxis etc.) as a result of delivery of equipment and plant to site;
- Specific annoyance due to additional heavy goods vehicle movements;
- Risk of accidents along delivery roads and on sites.

The number of traffic movements during the construction phase of the development is anticipated to be on average 100 two-way movements per day. There will be some heavy loads including the delivery of portacabins for temporary accommodation, containers housing tools and equipment, crane parts to be assembled on site and a variety of other component parts used in the fit out of the wind turbine structures. In addition there will be daily car movements associated with the construction workforce.

A few abnormal heavy loads (maximum of 3 per week), beyond the size and weight which can be carried on an ordinary lorry, will need to be delivered to the site during the early part of the construction programme only. In each instance, the contractor involved will be required to liaise directly with Wirral council, the police and the Trunk Road authority to plan the timing of any such movements and the routes to be used by any abnormal loads.

The large individual wind turbine components will all be delivered to site by sea, utilising the refurbished quayside of the existing Cammell Laird Wet Basin and requiring only internal transport on site, to be stored in the newly created laydown areas.

Road traffic arrival and departure from site is likely to be spread quite evenly throughout the day. Due to the varying shift patterns of the workforce there is unlikely to be a significant amount of traffic generated by workers trying to arrive at or depart the site at any one particular time. (Section 2.4 of this applicant's Statement provides further details on employment and operational hours).

It is proposed that all traffic generated will use the A41 from either direction to access / egress the proposed scheme via the roundabouts at either end of Cambeltown Road, to avoid any additional

impact on the local road network.

The Birkenhead area is served by a variety of public transport services and a Travel Framework Plan has been produced for the site to encourage workers, where possible, to try to use these amenities.

The Director of Technical Services has confirmed that the total traffic generated through the course of the project will not result in a significant impact on local traffic and transport as the majority of the components will arrive and leave by sea.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

Ecological Impacts

An HRA screening assessment has been undertaken to determine the likely impact of the development proposed on European Sites

An Extended Phase 1 Habitat Survey was undertaken to identify the major habitats present, potential for legally protected species and any additional ecological surveys likely to be required.

The study identified -

The majority of the site comprises gravel and concrete hard standing which are remnants of the previous land use as a shipyard.

Habitats identified within the planning application area include bare ground, ephemeral / short perennial and mud (intertidal area).

The terrestrial area of the site was considered to be of low ecological value, although it provided some opportunities for ground nesting birds.

The New Ferry Site of Special Scientific Interest (SSSI) is located approximately 750m south of the site and is notified for its large areas of intertidal sand, mudflats. The New Ferry Site also forms a component of the Mersey Estuary Special Protection Area (SPA) and Ramsar Wetland.

No ponds were identified either within the boundary or within 500m of the site.

The report's recommendations to avoid impacts on terrestrial ecology in the Phase 1 Habitat Survey report were noted by the applicant and works have been carried out accordingly:

- Timing of ground works to avoid bird breeding season; works to prepare the site for the arrival and laydown of wind turbine components began at the end of September 2011, avoiding the bird breeding season.
- The report recommends that building B1 require removal, which has low potential for bat roosts, a single emergence / re-entry survey be carried out – this building remains on site and there are no plans to remove it.
- Provision of freshwater for use by birds – there is an area on the site with a natural low spot where water collects and is used by birds. It is not practical to maintain a water body on site due to the nature of works and the amount of space required for lay down of equipment.

Natural England Response will be reported to the planning committee

MEAS Response- Response will be reported to the planning committee

The Environment Agency have no objections to the proposal subject to the attached conditions that relate to site contamination and the submission of a scheme to deal with the disposal of surface water..

It is therefore considered that the proposed development will not have an impact on the local habitats or nationally or internationally designated sites.

Contaminated Land

The site has been subject to significant historical land uses leading to elevated concentrations of contamination. The Environment Agency have advised that if this is brought to the surface, or discovered during the superficial works associated with the temporary structures proposed, the contamination could pose a risk to the adjacent River Mersey and will therefore need a strategy detailing how they are to deal with it. This will be addressed through a suitably worded condition attached to this report.

The site is well-located in terms of access to a choice of means of transport and would support the delivery of nationally significant renewable energy.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

GYMOWFL is seeking planning permission for development of temporary buildings and amenities at Gwynt y Môr Base Harbour Port Facility. There is policy support for the principle of renewable energy development, both at the national level within energy and planning policy, and within Development Plan policy at the local level. The NPPF emphasise the need for policies to encourage and facilitate the delivery of renewable energy development and to develop infrastructure at ports wherever possible to support this. The policies of the Wirral Unitary Development Plan include the project site within an area suitable for estuary related industrial uses. In terms of land use planning and economic development the proposal is fully consistent with national, regional and local objectives and land use policy.

Environmental impacts have been considered and no significant impacts are predicted which would lead to failure of the tests of development plan policies or national policy guidance and European legislative requirements. It is concluded that the development overall will not have any adverse impacts on the local environment, either upon natural or anthropogenic receptors.

Summary of Decision:

Having regards to the individual merits of this application the decision to grant Planning Permission has been taken having regards to the relevant Policies and Proposals in the Wirral Unitary Development Plan (Adopted February 2000) and all relevant material considerations including national and regional policy advice. In reaching this decision the Local Planning Authority has considered the following:-

There is policy support for the principle of renewable energy development, both at the national level within energy and planning policy, and within Development Plan policy at the local level. The NPPs emphasise the need for policies to encourage and facilitate the delivery of renewable energy development and to develop infrastructure at ports wherever possible to support this. The policies of the Wirral Unitary Development Plan include the project site within an area suitable for estuary related industrial uses. In terms of land use planning and economic development the proposal is fully consistent with national and local objectives and land use policy.

GYMOWFL is seeking planning permission for development of temporary buildings and amenities at Gwynt y Môr Base Harbour Port Facility. The 'saved' policies of the Wirral Unitary Development Plan include the project site within an area suitable for estuary related industrial uses. In terms of land use planning and economic development the proposal is fully consistent with regional and local objectives and land use policy.

Environmental impacts have been considered carefully and there are no significant impacts predicted which would lead to failure of the tests of development plan policies or national policy guidance and European legislative requirements. It is concluded that the development overall will not have any adverse impacts on the local environment, either upon natural or anthropogenic receptors.

Recommended Decision: **Approve**

Recommended Conditions and Reasons:

1. The use hereby permitted shall be discontinued and the land restored to its former condition on or before 28th June 2015 in accordance with a scheme of works submitted to and approved by the Local Planning Authority.

Reason: *The application was made in outline form.*

2. The proposed illumination shall be shielded away from the highway and neighbouring houses in a manner to be agreed with the Local Planning Authority to prevent glare. The shielding shall be retained thereafter

Reason . In the interest of visual amenity and highway safety.

3. If, during development, contamination 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 the developer has submitted, and obtained written approval from the Local Planning Authority for, a strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason To ensure a safe form of development that poses no unacceptable risk of pollution to the water environment.

4. The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason To ensure a safe form of development that poses no unacceptable risk to the water environment.

5. The development hereby permitted shall not be commenced until such time as a scheme to install oil and petrol separators has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason To ensure a safe form of development that poses no unacceptable risk to the water environment.

6. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 30th Jan and 9th February and listed as follows:

REN/GYAM/0089/A -(RECEIVED 6/1/12)
REN/GYAM/0089/B -(RECEIVED 30/1/12)
REN/GYAM/0092/A -(RECEIVED 6/1/12)
REN/GYAM/0092/B -(RECEIVED 30/1/12)
LE11198-002 -(RECEIVED 30/1/12)
FS/0381024-1 -(RECEIVED 30/1/12)
FS/0381024-11 -(RECEIVED 30/1/12)
FS/0381024-4 -(RECEIVED 30/1/12)
FS/0381024-5 -(RECEIVED 30/1/12)
FS/0381024-6 -(RECEIVED 30/1/12)
FS/0381024-7 -(RECEIVED 30/1/12)
FS/0381024-8 -(RECEIVED 30/1/12)
FS/0381024-12 -(RECEIVED 30/1/12)
FS/0381024-10 -(RECEIVED 30/1/12)
FS/0381024-09 -(RECEIVED 30/1/12)
FS/0381024-14 -(RECEIVED 30/1/12)
FS/0381024-15 -(RECEIVED 30/1/12)

FS/0381024-02 -(RECEIVED 30/1/12)
FS/0381024-15 -(RECEIVED 30/1/12)
FS/0377940-1 (RECEIVED 30/1/12)
FL/2011/0377940-3-(RECEIVED 30/1/12)
205233/1 -(RECEIVED 30/1/12)
205233/2 -(RECEIVED 30/1/12)
205233/3 - -(RECEIVED 30/1/12)

Reason: For the avoidance of doubt and to define the permission.

7. The site must be drained on a total separate system, with only foul drainage ultimately connected into the public foul sewerage system

Reason For the avoidance of doubt and to ensure a satisfactory form of development

8. All fuel and chemical storage tanks must have adequate bund walls with outlets. The bund must be capable of holding more than the largest tank within it.

Reason For the avoidance of doubt and to ensure a satisfactory form of development

Further Notes for Committee:

1. **Informative**

Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standards BS EN 14899:2005 'Characterisation of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with the Environment Agency as a hazardous waste producer. Refer to the Environment Agency website at www.environment-agency.gov.uk for more information.

Pollution Control

The application proposes a diesel storage tank of 100,000 litres to be located towards the east of the site, within approximately 50 metres of the Mersey Estuary. The Environment Agency take this opportunity to remind the applicant that domestic oil tanks with a capacity of greater than 3500 litres must be stored on site in accordance with the Control of Pollution (oil storage) (England) Regulations 2001. Environment Agency guidance can be obtained from:

<http://publications.environment-agency.gov.uk/PDF/PMHO0111BTKN-E-E.pdf>

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