

**Planning Committee**

19 February 2015

**Reference:**  
**DLS/14/01579**

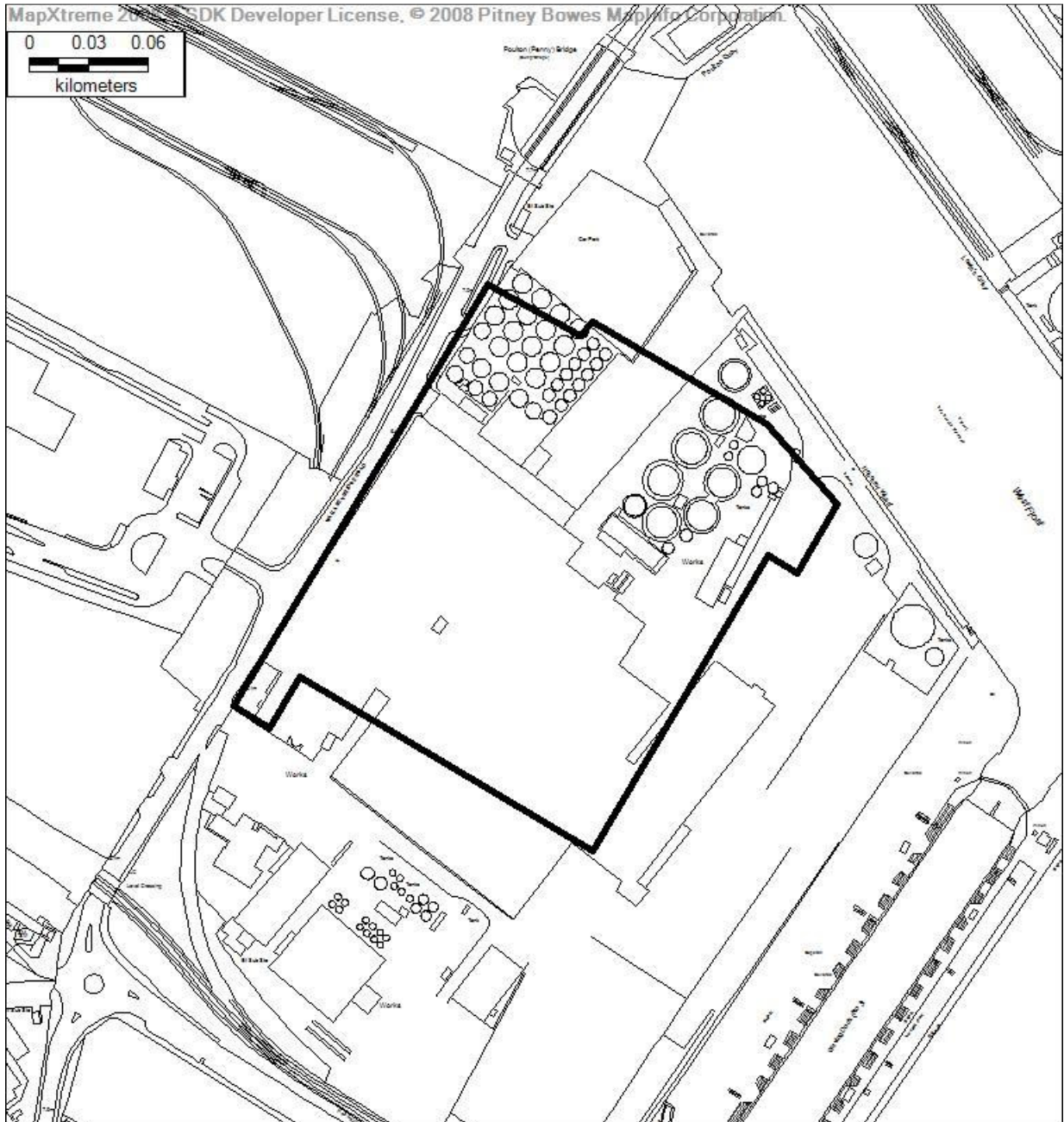
**Area Team:**  
**North Team**

**Case Officer:**  
**Ms J Storey**

**Ward:**  
**Bidston and St James**

**Location:** Land off WALLASEY BRIDGE ROAD West Float BIRKENHEAD CH41 1EF  
**Proposal:** Erection of a building for manufacturing use  
**Applicant:** Peel Land & Property (Ports) Ltd  
**Agent :** Turley

**Site Plan:**



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**Development Plan allocation and policies:**

Road Corridor subject to Environmental Improvement

**Planning History:**

Location: Land to north of BEAUFORT ROAD, and to the East of WALLASEY BRIDGE ROAD, WEST FLOAT BIRKENHEAD, CH41 1HG

Application Type: Outline Planning Permission

Proposal: Outline planning application with all matters reserved for the demolition of existing buildings and the construction of: • Two buildings providing an overall maximum of 111,780 sq m of floor space to be used as an International Trade Centre (Sui Generis Use) (comprising trade showrooms, storage, distribution and product assembly space, exhibition space, ancillary food and drink facilities, ancillary office and management accommodation, security facilities, and associated car parking, access points, servicing areas and landscaping), on land north of Beaufort Road and east of Graving Dock No. 3, West Float, Wirral Waters, Wirral; and. • Two buildings providing an overall maximum of 116,529 sq m of floorspace to be used as one or a combination of, an International Trade Centre (as defined), B2 General Industry and B8 Warehouse/Distribution (with associated car parking, access points, servicing areas and landscaping) on land east of Wallasey Bridge Road and west of Graving Dock No. 3, West Float, Wirral Waters, Wirral. equating to a total combined floorspace of 228,300 sq m of mixed employment floorspace

Application No: OUT/11/00645

Decision Date: 27/03/2012

Decision Type: Approve

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

Having regard to the Council's Guidance on Publicity for Planning Applications, 23 notifications were sent to adjoining sites. A Site Notice was displayed adjacent to the site and the application was advertised with a Press Notice in the Wirral Globe. At the time of writing this report no objections have been received.

**CONSULTATIONS**

**Natural England** - No objections

**Highways Agency** - No objections

**Head of Regulations & Environment (Pollution Control Division)** - No Objections

**Head of Regulations & Environment (Traffic & Transportation Division)** - No Objections

**Liverpool John Lennon Airport** - No Objections

**Merseyside Environmental Advisory Service (MEAS)** - No Requirement for further Environmental Impact Assessment. Need to update the Habitat Regs Assessment

**Liverpool Victoria Rowing Club** - No Objections

**DIRECTORS COMMENTS:****REASON FOR REF FERAL TO PLANNING COMMITTEE**

The application site exceeds the size of development that can be determined under delegated powers and as such, having regards to the Council's Scheme of Delegation for Determining Planning Applications, the application needs to be considered and determined by the Planning committee.

## Background

Outline Planning permission was granted in 2012 for the construction of two buildings to be used as an International Trade Centre (Sui Generis Use) and a B2 General Industry and B8 Warehouse/Distribution with associated parking, access points, servicing areas and landscaping, equating to a total combined floorspace of 228,300sq m of mixed employment floorspace.

This application is the first reserved matters in relation to the outline approval. While the outline application reserved all matters for future consideration, the development was assessed on a parameter based format. The submitted application identified the maximum overall amount of development within the site was fixed. This included, the maximum footprint and the height of each building was set at 25m to the haunch. The original Environmental Impact Assessment submitted with the outline planning application was based on these parameters.

Due to the operational requirements of the end user of this development, the proposed height of resulting building has increased from 25m to 34m. In order to address the disparity between the maximum parameters set out in the outline application and this reserved matters. A Sec 73 application has also been submitted and approved to vary condition 3 on the outline approval. This condition required each reserved matters to be submitted should provide for approval, "the details of the access, appearance, landscaping, layout and scale within the upper and lower limits for height, width and length of each building stated in the application hereby approved (hereinafter called "the reserved matters") shall be obtained for each phase of the development from the local planning authority in writing before any development of that phase is commenced. "

The applicant has submitted a formal request for a Screening opinion pursuant to Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) for both this Reserved Matters Application and the Sec 73 application (Ref 14/01578).

A Section 106 Agreement also formed part of the original outline planning permission. This included one schedule that is relevant to this reserved matters application which is to prepare and submit an Employment and Skills Action Plan. An interim plan has been prepared in conjunction with Council officers and is submitted in support of the application with a timetable to bring forward the final document.

In accordance with the requirements of the relevant conditions that are attached to the outline planning permission (OUT/11/00645), this application is accompanied by information and plans for which formal approval and discharge is sought. These are briefly summarised below and will be assessed in the main body of the main report.

- Condition 15. This condition requires the first reserved matters application to be accompanied by a Schedule of Highway Work for the written approval of the local planning authority, to include timetables, triggers and methods of implementation of infrastructure and facilities for pedestrians, cycling, parking, public transport and vehicular traffic.
- Condition 34. This condition requires the first reserved matters application to include the submission of a Monitoring Strategy for the written approval of the Local Planning Authority, to include details of the survey methodology for passage and wintering birds surveys, details of shipping vessel movements and details of how the Monitoring Strategy shall be regularly reviewed and updated.
- Condition 47. This condition requires a Construction Environmental Management Plan to accompany each reserved matter application to prevent disturbance to any Natura 2000 qualifying bird species during construction, waste disposal methods shall be carried out such that no pollution enters the West Float dock water or River Mersey, Mersey Narrows and North Wirral Foreshore pSPA, pRAMSAR and Mersey Estuary SPA, RAMSAR site.

- Condition 54. The condition requires a minimal disturbance bird zone to be identified, based on information regarding bird use of the site and will safeguard suitable habitat for undisturbed Cormorant roosts. This is discussed in the main part of the report
- Condition 55. The submitted plan provides details of the operational access through the site to the Graving Dock. This confirms that the proposed development will have no impact upon the ability to continue ship repair/building operations and other port related uses at Graving Dock No.3.
- Condition 56. The condition requires reserved matters applications to include an analysis and assessment of the impacts of shipping movements to the site to inform a supplementary HRA screening exercise. This is discussed in the main part of the report
- Condition 57. This condition requires a detailed sustainability and infrastructure plan to be prepared and agreed at reserved matters stage. The submitted information contains assessments for a number of Low Zero Carbon technologies including Solar, hot water, Photovoltaics, wind turbines, Air source heat pumps, Biomass Boilers and Gas fired CHP/District Heating. The conclusion drawn was that CHP/ District heating was the preferred solution as the running costs and payback period for the aforementioned energy sources outweighed any benefits from these technologies.

The current application for the approval of reserved matters has been prepared in accordance with the principles of the approved outline planning permission and the design, use and amount parameters established through the consent. The reserved matters submission is concerned with the approval of all matters of detailed design for the first phase of development, in accordance with Condition 3, comprising access, layout, amount and scale, appearance, landscaping and use.

## **INTRODUCTION**

The proposed application is seeking consent for the construction of a single manufacturing facility for the fabrication of large pressurised metal components (use class B2) (ranging in size from 30 tonnes to 200 tonnes) for use within the wider energy sector on land to the west of Graving Dock No 3. The applicants have advised that the components made within the proposed facility will be sent onwards for delivery and installation within facilities elsewhere in the UK and across the globe.

The proposed main building will consist of three linked bays. Each of the bays will be serviced by overhead gantry cranes, with eight cranes in total. A series of smaller rooms will be annexed to the main building;

- One large testing facility (170m<sup>2</sup>)
- One medium testing facility (45m<sup>2</sup>)
- Paint/shot blast booth (170m<sup>2</sup>)
- Furnace (120m<sup>2</sup>)
- Office (500m<sup>2</sup>)
- Delivery Bay and storage facilities (850m<sup>2</sup>)
- White (clean testing) room (1,250m<sup>2</sup>)

The proposed development will have a gross floor space of 16,248m<sup>2</sup> which is spread over a number of buildings. The main building will measure 150m x 96m which fall within the maximum parameters approved at outline stage. The internal operational requirements have formed the scale of the proposed buildings. The highest bay is to be located adjacent to the Mobil building, which is a similar height. The lower bays will be constructed towards Wallasey Bridge Road which will contain the main entrance to the buildings.

The size and scale of the development complies with the parameters set out in the outline approval, as does the height of the majority of the buildings at 7m - 25m. The bay of one of the building will exceed this height and has been the subject of the sec 73 application to increase the height of the building to 34m which has subsequently been approved.

## **PRINCIPLE OF DEVELOPMENT**

The principle of the development in terms of use (B2), maximum amount and scale of development have been established as being acceptable following approval of the outline planning permission. The detailed application will be assessed in terms of the proposed access, layout, scale, appearance and landscaping of the proposed development, the relevant conditions to be discharged and in light of current National and Local Planning Policy Advice.

## **SITE AND SURROUNDINGS**

The application site occupies a strategic location within the Liverpool City Region, and is a local priority area for housing and economic development, consisting of both regeneration and growth objectives, where the aim is to repopulate and bring sustainable economic activity to an area that has lost both population and economic activity over a number of decades.

The proposed site is part of the operational port of Liverpool owned and operated by Peel. The application site extends to approximately 3.7 hectares and is accessed from an existing entrance off Wallasey Bridge Road which bounds the site to the west. The Mobil building is located to the east of the site, beyond which lies an area of vacant land and an operational Graving Dock. The proposals will not affect the access to the graving dock, which will remain unchanged. There is vacant land to the south of the site, and beyond this a number of Ports related businesses. The applicant has advised that these businesses will be unaffected by the current proposals, but are to be relocated in accordance with the Wirral Waters Port Guiding Principles document to enable future phases of the outline consent to be delivered.

A comprehensive remediation programme has recently been completed on the site. The status of the application site is as white land and is not therefore designated for any specific purpose within Wirral's Unitary Development Plan. The area as a whole forms part of the Mersey Waters Enterprise Zone, designated in March 2011. The boundary of the Enterprise Zone includes both Wirral Waters and Liverpool Waters and the International Trade Centre

## **POLICY CONTEXT**

The National Planning Policy Framework (NPPF) sets out the government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development which should be interpreted and applied locally to meet local aspirations. These three components should be pursued in an integrated way, looking for solutions which deliver multiple goals.

The NPPF outlines the Government's commitment to ensuring that the planning system does everything it can to support economic growth through the planning system. (para 19)

It is considered that this proposal will have a positive impact on local employment. The proposal will provide new commercial units on previously developed land within the Enterprise Zone. The productive use of this existing resource clearly supports sustainable economic development. The site is easily accessed by public transport and the highway network.

The proposed development will support long-term economic growth in the area through the provision of new employment opportunities and new economic viability.

The proposed development will provide bespoke, commercial units that will provide employment on a previously developed site will support the delivery of these key principles. The proposed development will promote sustainable communities and economic development via the creation of jobs and increase in economic output. It is therefore considered that this proposal accords with the Development Plan Policies at regional level.

### Wirral Unitary Development Plan

Wirral Unitary Development Plan was prepared under the provisions of the 1990 Planning Act and was adopted in February 2000 and a number of its policies were saved in September 2007. The following policies are relevant to the determination of this application.

Policy EM6 (General Criteria for New Employment Development) provides guidance with respect to amenity, access, off-street car and cycle parking, siting, scale, design, choice of materials, boundary treatment and landscaping. Through the suite of supporting documents it has been demonstrated that the proposed development complies with this policy. The use of the site for manufacturing (Use Class B2) has already been considered and approved. The site is an appropriate location for employment use, surrounded by employment and port related activities. As such the scheme will not result in an unacceptable loss of amenity, nor will the development detrimentally impact upon other neighbouring uses. The site layout proposed will ensure that the future development of land within the vicinity is not precluded.

In relation to access, the submitted Schedule of Highway Works confirms that satisfactory access to the development can be provided and that the proposal will not generate traffic in excess of that which can be accommodated by the existing or proposed highway network. The proposal provides appropriate off street staff and visitor car as well as cycle stands, sited adjacent to the main entrance with an appropriate delivery and service yard located to the north of the main building.

Policy TR11 (Provision for Cyclists in Highway and Development Schemes) seeks to ensure that in considering the design of new development proposals that a cycle-friendly infrastructure is incorporated and that the proposal will not have adverse safety implications for cyclists. The Design and Access Statement confirms that the proposed development will provide a shared cycle and pedestrian lane through the site to connect the cycle parking with the shared cycle and pedestrian route that will run along Wallasey Bridge Road, which forms part of the wider Wirral Waters landscape works that are being delivered by Peel. The proportion of the shared route running along the site frontage will be delivered as part of the off-site highway works attributable to this reserved matters submission.

Policy TR12 (Requirements for Cycle Parking) states that where considered practicable and desirable by the Local Planning Authority, new development will be required to provide cycle parking facilities for industrial premises at a ratio of one stand for every twenty car parking spaces. The Design and Access Statement confirms that the proposed development will provide 32 cycle stands, located in close proximity to the site entrance. The stands are provided at a ratio of one stand per 4.7 parking spaces.

Policy TR13 (Requirements for Disabled Access) requires consideration to be given to the need to provide full access for disabled people to pedestrian priority areas and to all developments to which the public would normally expect to gain access. The Design and Access Statement confirms that the site is fully accessible and that all thresholds will be flush. Appropriate disabled parking, accessible WC's, changing facilities and a shower room are proposed to accommodate potential future employee requirements.

GR5 (Landscaping and New Development) seeks to secure the protection and enhancement of visual amenity, requiring applicants to submit full landscaping proposals before full planning permission is granted.

In this respect, both hard and soft landscaping proposals have been submitted as part of this application in accordance with the requirements of Conditions 5 and 6 of the outline approval.

Policy GR7 (Trees and New Development) seeks the protection of existing trees on development sites and the promotion of new planting in development schemes.

As identified through the outline application, the site does not contain any trees of a quality requiring retention. The proposed landscaping scheme submitted, includes provision for appropriate new tree planting.

SPD4 - Parking Standards (June 2007) The proposed car parking arrangements comply with the standards identified within the Car Parking Standards SPD (June 2007) and are therefore compliant

with the councils standards for car parking.

### **APPEARANCE AND AMENITY ISSUES**

With Regards to the Outline planning permission, the proposed development adheres to the development parameters for the site established by the outline permission with only one minor amendment. More generally, the development complies with the design guidance provided within the Design and Access Statement that accompanied the outline application. The proposal comprises a large scale building and the application includes full elevational and roof scape details for consideration. The proposed entrance and office feature will articulate a human scale against this large scale backdrop and define it as a place of work. The cladding proposed will have a range of textures. The profiles of the metal cladding will bring depth and shadow to the elevations.

The submitted landscaping proposals create a legible soft landscape buffer that acts as a strong threshold to the site. The boundary treatments proposed will ensure the required level of security and ensure access to the facility is controlled. The boundary fencing will be complemented by a soft landscape buffer which will help to frame the gateway and soften the views of the fence line. In terms of the hard landscaping proposals, these define legible zones of access, via clear vehicular routes from the entrance to the car parking spaces and the service yard. The applicant also proposes

Development Management Policies in the Joint Waste Local Plan for Merseyside and Halton are also applicable. Policy WM8 requires development to incorporate measures for achieving efficient use of resources, Policy WM9 also requires development to incorporate measures for waste collection and recycling, including home composting.

Outline planning permission was granted in 2011 for the construction of two buildings providing an overall maximum 116,529m<sup>2</sup> of floor space to be used as one or a combination of an International Trade Centre B2 General Industry and B8 Warehouse/distribution equating to a total of 228,300m<sup>2</sup> of mixed employment floorspace.

The reserved matters application as required by condition 3 of the Outline approval require the submission and assessment of the following details:

#### Use

With regards to the use of the proposed development, the proposed manufacturing will fall within Use Class B2 which complies with the approved Outline Planning Permission.

#### Amount and Scale

The approved parameters granted consent for a maximum amount of floorspace of 228,300m<sup>2</sup> of mixed employment floorspace. This proposed scheme will have a total gross floorspace of 16,248m<sup>2</sup>. The proposed main building will when constructed measure 150m x 96m which is within the maximum parameters approved at outline stage.

All the proposed buildings will have a height that is comparable with the parameters set at the outline stage and vary between 7m - 25m. However, due to the operational requirements, one of the bays is required to be 34m in height to accommodate internal cranes. In order to accommodate this increase, the applicants have submitted a section 73 which was accompanied by a Landscape and visual report. The conclusion of the report was that the increase in height will have a minimal impact on the surrounding area. Furthermore, in light of the Environmental Statement for the outline application, the details of the reserved matters scheme, and the requirements of the EIA Regulations, It is advised that the project does not deviate significantly from the original environmental assessment, which remains sufficient to inform the determination of this reserved matters application. The change in parameters to increase the maximum building height from 25m to 34m does not constitute a source of likely significant environmental effects and does not therefore require new EIA work to be undertaken. I therefore advise that no new Environmental Impact Assessment is required for either APP/14/01579 (to vary

condition 3 of OUT/11/00645) or SCR/14/01599 (the reserved matters planning application).

A Habitats Regulations Assessment to vary condition 3 of the Outline Planning approval was also undertaken. In this instance, there are no ecological implications associated with the proposal. Habitats Regulations Assessment (HRA) undertaken for the original planning permission OUT/11/00645 remains valid and does not require updating.

#### Access

The vehicular access to the site will be via an improved single ghost island priority junction from Wallasey Bridge Road. Priority is to be given to car park access due to the proportion of traffic movement associated with this new development. The new access junction will also provide for future access to the development plot located to the north of the application site. The applicants have advised that pedestrians will enter the site from Wallasey Bridge Road.

A new shared pedestrian/cycle corridor will be provided along the eastern side of Wallasey Bridge Road for the extent of the site frontage. A new pedestrian refuge on Wallasey Bridge Road will form part of the proposal.

#### Layout

The main building is to be located towards the north west of the site, with the entrance fronting Wallasey Bridge Road. The applicants have advised that the proposed location of the building will allow access to the shared dockside and will also enable for future expansion of the three fabrication bays as required. The proposed car park is situated to the front of the site with access from Wallasey Bridge Road. Servicing and deliveries will use the main entrance to the site where drivers will report to a security gate before being directed to the main service yard to the north of the site.

#### Appearance

The building has been designed as a single stand-alone element. The proposal will include two mono pitched roofs, the applicants have advised that the roof profile has been influenced by the structural design, describing a "form follows function" rationale. The smaller scale elements of the proposal will be located on the northern elevation, close to the dockside. The elevations will comprise of metal profile cladding, with translucent panels to allow natural light into the building. Louvres are proposed along the main elevations. A glass curtain wall will form the main entrance to the building. The applicants have advised that the palette of colours will be influenced by the maritime setting and Wirral Waters branding set above a darker plinth. The profiles of the metal plinth will bring depth and shadow to the elevations. It is considered that the proposed development is of an appropriate scale and architectural style, suitable to its location and function.

#### Landscaping

The submitted landscape proposals include a line of semi mature trees within the site boundary to complement the newly planted avenue of trees along Wallasey Bridge Road. Within the site, around the vehicular access it is proposed to provide a feature railing and with an ivy screening which will provide further "greening" to the entrance. The applicants are also proposing to provide a water feature with reed beds and SUDS capacity. A 3m deep meadow planting strip will be provided outside the site boundary. In addition, a 2.4m moss green fence will bound the site.

The native planting strategy proposed that will include wetland and Carr woodland trees is to be supported in this location. The submitted scheme will connect the proposals to the wider new green infrastructure framework along City Boulevard and Wallasey Bridge Road.

#### Interim Employment & Skills Action Plan

This plan has been submitted as part of the 106 agreement to outline the applicant's commitment to working with Wirral to maximise the employment and skills opportunities by residents of the Borough during both the construction and operational phases of the proposed facility.



It is considered that the submitted Interim Employment & Skills Action Plan sets out a clear strategy and commitment to working with Wirral Council and Wirral Economic Development & Skills Partners to maximise the opportunities for local residents to compete for jobs and training arising from the proposed development at West Float. A draft timetable and projections of workforce recruitment plans for both the construction and operation phases have been included with a commitment to bring forward detailed numbers by March 2015 for the construction phase and by April 2015 for the operation phase. The Plan sets out expectations for Wirral Council to work with construction contractors and end user operators to arrange recruitment events and broker relevant employment and skills support with appropriate partners. In order to facilitate this the Developer will need to provide:

- i. An appropriate named point of contact with responsibility for discharging the requirements of the Employment & Skills Action Plan;
- ii. The supply or funding of suitable premises and materials for use in recruitment activities.

The plan also includes commitments to developing business opportunities as follows:

- i. 'In addition to targeted recruitment and training, the applicants will promote the use of local supply chains through its relationship with the main contractor. The new facility itself will provide a valuable opportunity for a local supply chain to develop around a in support of its operation, To promote the opportunities arising, it is proposed that the tenant engage with Wirral Council at the earliest opportunity to:
- ii. Organise an event to raise awareness of the opportunities arising for prospective suppliers with the support of the Chamber of Commerce and other partners in the WEDS group;
- iii. Develop a register of approved suppliers – which includes some form of assessment prior to selection; and
- iv. Broker new inward investments (with the support of Invest Wirral) to support the efficient operation of the new facility

### **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 Schedule of Highway Works submitted in support of the proposals provides full details of the proposed site access for vehicles, cycles and pedestrians in terms of the positioning and treatment and how these fit into the surrounding access network. The proposed development will be connected to the wider urban area, so as to maximise access to the site for the local community who are anticipated to form a significant part of the workforce. The package of offsite highway works proposed includes the provision of a toucan crossing across Wallasey Bridge Road, the provision of the proportion of the shared footway and the upgrade of the existing. These can be secured by a suitably worded condition. This proposal is supported by a "Schedule of Highway Works" (essentially a Transport Assessment – TA) that investigates the potential impact of the development on the surrounding highway network and concludes that the proposal will have no material impact at Dock Road / Poulton Bridge Road roundabout to necessitate any highway works at the junction and I would generally agree with this analysis. The TA indicates that it would be beneficial to provide upgraded footway / cycleway facilities fronting the site on Wallasey Bridge Road in addition to two upgraded bus stops and a pedestrian refuge. Whilst the Local Authority generally agrees with this, it is considered that a Puffin Crossing should be provided instead of a pedestrian refuge in order to facilitate pedestrians in safely accessing the bus stops on each side of the road.

The provision of bus stops, footway / cycleway, Puffin Crossing and vehicle access can all be

conditioned in order to allow control over the detail and construction of these elements, as can cycle parking and Travel Plan. However, there is a potential issue in respect of abnormal loads accessing the site from the direction of the M53. This is still under discussion and additional highway works may be required in this regard, for which we may be able to suggest a suitable condition(s) or obligation.

In conclusion, there are no objections to this proposal subject to conditions.

## **ENVIRONMENTAL/SUSTAINABILITY ISSUES**

### **Habitat Regulation Screening**

Under the Habitat Regulations, Wirral council as "competent authority is required to screen the proposed development for likely significant effects on the network of Natura 2000 sites in the vicinity, notably, Mersey Estuary SPA and Mersey Narrows North Wirral Foreshore SPA. The HRA Screening has been undertaken by MEAS on behalf of Wirral Council, and has been informed by an updated screening report prepared by WSP on behalf of the applicant.

The HRA Screening considered impacts on the development alone and in combination with other relevant plans and projects. These include Wirral Waters and Liverpool Waters. The HRA Screening report considers: xxxx

In summary MEAS concluded that after carrying out the Habitats Regulations Assessment screening process as set out in this document, that initially additional information is required in order to xxxx

### **Environmental Impact Assessment Screening**

The proposals are reserved matters pursuant to an outline consent, OUT/11/00645, which was EIA Development for which an Environment Impact Assessment was undertaken using a parameter based approach to aid the identification and evaluation of environmental effects. Screening of the reserved matters is being undertaken under Regulation 8 of the EIA Regulations covering 'subsequent applications. A Screening Report has been provided by WSP UK Ltd on behalf of the applicant and is considered to contain sufficient information on which to base a Screening decision.

Having considered the content of the Screening Report in the light of the Environmental Statement for the outline application, the details of the reserved matters scheme, and the requirements of the EIA Regulations, It is advised that the project does not deviate significantly from the original environmental assessment, which remains sufficient to inform the determination of this reserved matters application. The change in parameters to increase the maximum building height from 25m to 34m does not constitute a source of likely significant environmental effects and does not therefore require new EIA work to be undertaken. I therefore advise that no new Environmental Impact Assessment is required for either APP/14/01579 (to vary condition 3 of OUT/11/00645) or SCR/14/01599 (the reserved matters planning application).

## **HEALTH ISSUES**

There are no health implications relating to this application.

## **CONCLUSION**

The proposed development will have a positive impact on the area in terms of economic regeneration, visual amenity and environmental amenity. The development is part of the wider Wirral Waters regeneration project for the area. The facility will be operated through a joint venture partnership between two "blue-chip" manufacturing organisations and will provide an opportunity for a local supply chain to develop.

An assessment of the effects of the proposal on the environment has been made and measures to reduce any impact have been assessed. The local Authority is satisfied that the proposal will not have a detrimental impact on the surrounding environments.

The proposed development will provide a facility for uses within Use Class B2 within the Mersey Waters

Enterprise Zone and the development will contribute to the wider regeneration of Wirral and assist in the long term support of sustainable economic growth which is supported and promoted through both National and Local plan policies.

**Summary of Decision:**

Having regards to the individual merits of this application the decision to grant Reserved Matters Approval 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:-

The proposed development will have a positive impact on the area in terms of economic regeneration, visual amenity and environmental amenity. The development is part of the wider Wirral Waters regeneration project for the area. The facility will be operated through a joint venture partnership between two "blue-chip" manufacturing organisations and will provide an opportunity for a local supply chain to develop.

An assessment of the effects of the proposal on the environment has been made and measures to reduce any impact have been assessed. The local Authority is satisfied that the proposal will not have a detrimental impact on the surrounding environments.

The proposed development will provide a facility for uses within Use Class B2 within the Mersey Waters Enterprise Zone and the development will contribute to the wider regeneration of Wirral and assist in the long term support of sustainable economic growth which is supported and promoted through both National and Local planning policies.

**Recommended Decision:**                      **Approve**

**Recommended Conditions and Reasons:**

1. The development hereby permitted shall be commenced before the expiration of two years from the date of this permission.

**Reason:** To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.

2. Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species

**Reason:** To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

3. Before any construction commences, samples of the facing, roofing and window materials to be used in the external construction of this development shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall then be used in the construction of the development.

**Reason:** To ensure a satisfactory appearance to the development in the interests of visual amenity and to comply with Policy [§] of the Wirral Unitary Development Plan.

4. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on (insert date) and listed as follows: P-02-001, P-02-002, P-02-P-02-003, P-03-P-001, P-03-P-002, P-03-003, P-04-S-001, P-05-001, P-27-002

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

5. Prior to the commencement of development, details of the proposed Puffin Crossing onto Wallasey Bridge Road, the cycle/footway fronting the site, adoptable landscaping fronting the site, vehicular access onto Wallasey Bridge Road and the proposed bus stops shall be submitted to and agreed in writing with the Local Planning Authority. The approved scheme shall be implemented in full.

In the interest of highway safety and to ensure a satisfactory form of development.

**Further Notes for Committee:**

**Last Comments By:** 04/02/2015 08:36:42

**Expiry Date:** 13/03/2015