

Planning Committee

21 October 2015

Reference:
APP/15/00952

Area Team:
South Team

Case Officer:
Ms J Storey

Ward:
Rock Ferry

Location: Cammell Laird, CAMPBELTOWN ROAD, TRANMERE, CH41 9BP
Proposal: Full planning application for a proposed crew transfer and storage facility.

Applicant: DONG Energy
Agent : TEP

Site Plan:



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Development Plan allocation and policies:

Employment Development Site
Coastal Zone
Primarily Industrial Area

Planning History:

Location: Cammell Laird, CAMPBELTOWN ROAD, TRANMERE, CH41 9BP
Application Type: Full Planning Permission
Proposal: The application is for temporary planning permission for three years for a temporary warehouse to be used for dry storage of high value equipment and components to be used for the construction of Gwynt y MÃ´r Offshore Wind Farm (GyM). A planning application for temporary facilities at the Cammell Laird site is currently being considered by the Wirral Borough Council (reference APP/12/00030), which includes the installation of an identical warehouse unit. The additional warehouse is required because the existing permanent warehouse that was originally going to be leased from Cammell Laird is now no longer vacant to Gwynt y MÃ´r Offshore Wind Farm Ltd
Application No: APP/12/00729
Decision Date: 31/07/2012
Decision Type: Approve

Summary Of Representations and Consultations Received:REPRESENTATIONS

Having regards to the Councils Guidance for Publicity on Planning Applications, 6 notifications were sent to adjoining properties and a site notice was displayed near the site. At the time of writing, there have been no objections to the proposal.

CONSULTATIONS

Head of Environment & Regulation (Pollution Control Division) - No objection

Head of Environment & Regulation (Traffic and Transport Division) - No objection

Environment Agency - No objection subject to conditions

Natural England - No objection subject to conditions

MEAS - No likely significant effects

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

Existing infrastructure at the site were used to facilitate the construction of parts of the Gwynt y Mor Offshore Wind Farm and was operated by them. Under the temporary planning permission, the site provided employee facilities for marine logistics coordination, construction management and the mobilisation and transport and workers involved in the construction management and the mobilisation and transport of workers involved in construction of the offshore wind farm.

This application is for a crew transfer capability along with office and storage space and a permanent use is now applied for. The proposal also includes a crew transfer vessel pontoon and the erection of

a crew transfer vessel pontoon.

The previous temporary permission at the site included a large area to the south and west which was used as a construction laydown area. The applicant has advised that these areas are no longer required in connection with this planning permission and do not form part of these proposals.

Access to and operation of the site would be required 24 hours a day in order to retain flexibility for the offshore operations.

The proposal briefly comprises of

- One access Road
- Gangway and pontoon to facilitate transfer of crew to and from vessels
- Car parking area for up to 210 vehicles including 2 disability spaces and 20 cycle spaces
- 1 Ultima modula Portakabin consisting of 32 seperate modules
- 10 x single storey Titan Portakabin Units
- 1 x double storey Titan Portakabin Unit
- 1 x 100,00 litre diesel oil storage tank
- Contractors area identified for the installation of contractors offices, workshops and storage
- Lighting towers
- Security Lodge

Crew Transfer

A gangway extends from the jetty to connect the existing pontoon and allow for pedestrian access to the crew transfer vessels under all tidal conditions. This will allow construction workers to board and disembark the crew transfer vessels that will transport them out to sea. The applicants advise that this has been in use since March 2013. 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 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

A separate Marine Licence has been obtained from the Marine Management Organisation and renewed by Cammell Laird for the continued use of the pontoon.

Site operations and administration/Car Parking

The office accommodation consists of one Ultima modular Unit which includes 32 separate portakabins. Each cabin is secured to the adjoining units and the whole structure secured with foundations. The portakabins will be used for the following purposes

- Induction
- Mess facilities
- Toilets and showers
- Lockers/drying room
- Personal Protective Equipment storage
- First aid
- Office space.

The units are currently located adjacent to the crew transfer station and will remain in their current position.

There are existing parking areas of hard standing that have been used for Car Parking along the north eastern boundary of the site adjacent to the office accommodation. These parking spaces will be retained for use by staff at the site.

Storage and Contractors Area

The storage and contractors area are located to the south and south west part of the site. The type of buildings to be located here to be either single or two storey in height. The applicants have advised

that no buildings for the use of contractors will be erected outside of these two designated areas.

Diesel Oil Storage Tank

The 100,000litre capacity diesel storage tank is located adjacent to the north east boundary of the site. The tank is designed to storage regulation standards.

Surface Water Drainage

Surface water from all hard standing including car parking and storage areas will drain into the public sewers. There will be no discharge of surface water from the site to the River Mersey

Lighting

The existing lighting around the site is focussed around the perimeter and the towers are 15m tall. There are a total of 33 existing lighting towers and columns within the application boundary which will remain in use with this current application.

Security Lodge

There is an existing security lodge at the entrance to the site from Campbeltown Road and will also remain in situ for this application.

PRINCIPLE OF DEVELOPMENT

The site is allocated as an Employment Development Site and designated as part of the Coastal Zone in the UDP where this proposal would be acceptable in principle subject to environmental impact and nature conservation assessments

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 and portakabin buildings and parking areas in place. The site is generally flat and is at an approximate elevation of 9.0m Above Ordnance Datum (AOD). The nearest residential area is Birkenhead, approximately 1 km from the site.

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 planning consent and that will make a significant contribution to UK renewable energy targets.

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

WIRRAL UNITARY DEVELOPMENT PLAN

COA1 Principles For The Coastal Zone: Strategic Policy

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, its 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

On the UDP Proposals Map, 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 fits with B2 (General Industry) usage.

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 permanent development. 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.

Policy 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

LAN1 Principles For Landscape: Strategic Policy

“In considering proposals for development, the local planning authority will have regard to the visual impact upon the local and wider landscape and will in particular:

(i) protect landscapes of special character, identified as areas of special landscape value; and
(ii) promote the improvement and enhancement of damaged landscapes, identified as areas requiring landscape renewal.

Proposals will not be permitted where their visual impact would be inappropriate, in terms of the character, appearance and landscape setting of the surrounding area.”

The proposed development is not anticipated to affect the setting of the Liverpool City World Heritage Site and is out of 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 GyM. Post construction the land will be returned to its previous use.

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 people’s needs for mobility.

The potential impact on the local transport infrastructure has been carefully considered and it is considered that 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 parking spaces 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 of the GyM base Harbour Port Facility. Local Bus services from Liverpool and the Wirral also stop with 10-15 minutes walking distance from the site. Local public transport services are considered further in the site Travel Framework Plan submitted with the planning application.

WAT1 Fluvial And Tidal Flooding: Strategic Policy

"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."

It is considered that the proposed development would cause or not be at risk of flooding subject to drainage conditions.

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 provide measures for waste collection and recycling.

APPEARANCE AND AMENITY ISSUES

The proposed buildings and structures are of a permanent 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, peaking during the construction phase and again during the subsequent demolition 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.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

Ecological Impacts

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 Natura 2000 sites that may be influenced by this project are:

- Mersey Estuary Special Protection Area (SPA);
- Mersey Estuary Ramsar site;
- Mersey Narrows and North Wirral Foreshore SPA: and
- Mersey Narrows and North Wirral Foreshore Ramsar.

The locations of the Natura 2000 sites relative to the project are presented in Figure 3 below. Other Natura 2000 sites in the region are not considered to be influenced by this project as no pathways

exist according to the source-pathway-receptor model

The following projects were assessed for in combination effects on the grounds that there are common potential pathways of impact on the Mersey Estuary SPA and Ramsar and the Mersey Narrows and North Wirral Foreshore SPA and Ramsar:

- Temporary Amenities at Cammell Laird to facilitate the construction of Gwynt y Mor Offshore Wind Farm;
- Marine Licence for use of the pontoon and moorings (application number MLA/2012/00136/7);
- Biossence Eastham;
- Wirral Waters East Float;
- Wirral Waters Northbank East;
- Wirral Waters ITC;
- Mersey Gateway;
- Frodsham wind farm
- Extension to the River Mersey dock facilities at Seaforth, Bootle;
- HBC Fields, Widnes;
- 3MG A5300 Link Road;
- Junction of A41 Rock Ferry/Bedford Road East and car park;
- Another Place;
- Stobart Park; and
- Merlin AFS extension, Seaforth.

Potential effects identified are:

1. Visual and noise disturbance to qualifying bird species within the Natura 2000 sites and supporting intertidal habitat during operation of the site in particular use of the gangway, pontoon and crew transfer vessels.

The pontoon and use of transfer vessels below Mean Low Water and therefore is assessed by MMO separately in relation to granting a marine licence. This HRA does not consider impacts from the pontoon and marine transfer vessels, other than through an assessment of in combination effects.

2. Potential for bird collision risk with the gangway.

3. Potential diesel spillage within supporting intertidal habitat within the Mersey Estuary which may impact on habitats and qualifying species.

4. Visual disturbance to qualifying bird species within the Natura 2000 sites and supporting intertidal habitat from on-site lighting.

Potential effects identified were:

Visual and noise disturbance to qualifying bird species during operation of the site in particular use of the gangway, pontoon and crew transfer vessels.

This assessment is based on 2011/2 wintering bird survey⁴ which due to its age has some limitations (see paragraph 10 and 11 above). However, its use in the assessment is considered acceptable. Review of these data shows that a number of qualifying bird species for the Mersey Estuary SPA and Ramsar and Mersey Narrows and North Wirral Foreshore SPA and Ramsar have been recorded on mudflats directly adjacent to the Cammell Laird site. Survey showed that qualifying bird species have been recorded across the study area. Species recorded most frequently directly adjacent to the project site, jetty and pontoon, these are shelduck, oystercatcher, curlew, cormorant, turnstone and redshank. Of particular note oystercatcher, redshank and ringed plover are all present at 1% or more of the Natura 2000 site populations indicating that this area of mudflat is of some importance to these species in particular.

Review of water-bird use of the Mersey Estuary SPA⁵ show that the following species use the intertidal area adjacent to the site: Oystercatcher (roosting and feeding), cormorant (roosting and feeding) and ringed plover (feeding).

Although there is some potential for disturbance impacts to a number of qualifying species. For all qualifying species other than oystercatcher, redshank and ringed plover, percentages of populations present are low (less than 0.5%) and not significant in relation to the Mersey Estuary SPA and Ramsar and Mersey Narrows and North Wirral Foreshore SPA and Ramsar population numbers and are not considered further.

Assessment of impacts to redshank, oystercatcher and ringed plover.

Ringed plover

This species was recorded on four occasions during the survey at low and mid tide only. The distribution of this species is adjacent to the south of the site or the area of Tranmere beach to the south of the project site close to the oil terminal. Peak count of 12 for this species was recorded on Tranmere beach adjacent to the oil terminal. Given the location of this species the proposed project is unlikely to result in any likely significant disturbance impacts on this species. **No likely significant effects on assemblage species Ringed plover.**

Redshank

Redshank were recorded across the survey area in all tidal states, but that they tend to be concentrated in two main areas, these are: 1) the beach area closest to the oil terminal and the oil terminal piers and 2) the area of intertidal habitat to the north of the site. Although bird surveyors did record disturbing redshank from under the jetty on one survey occasion. When numbers of redshank are assessed there is also a clear pattern of distribution with larger counts being recorded on the area adjacent to the oil terminal than those recorded adjacent to the project site and crew transfer pontoon. Given that greatest numbers of Redshank are recorded closest to the oil terminal rather than adjacent to the project site then impacts on Redshank populations within the study area as a result of this project are predicted to be low. In addition, as the greatest numbers of redshank are recorded closest to the existing oil terminal this indicates that they are already habituated to industrial sites and existing boat movements and this would indicate that redshank are unlikely to be significantly affected by disturbance associated with the proposed Cammell Laird facility. **No likely significant effects on assemblage bird species redshank.**

Oystercatcher

Figure 7 shows the distribution of oystercatcher across the study area. Oystercatcher similarly to redshank are distributed across the study area and recorded in all tidal states. There is less of a pattern of distribution than that found in redshank. However, there do appear to be concentrations on Tranmere beach adjacent to the oil terminal. The greatest group size of oystercatcher recorded during any survey visit was 12. It is likely that there will be some disturbance of oystercatchers particularly in relation to the use of the crew transfer jetty as surveyors recorded disturbing oystercatcher from under the jetty during one survey occasion. However, due to the small flock size and localised distribution of these flocks any disturbance is likely to be localised and it is unlikely to result in a likely significant effect on this species. **No likely significant effects on assemblage bird species oystercatcher.**

In combination

A number of other projects have identified disturbance as a potential likely significant effect. HRA undertaken for the Marine Licence Application for the pontoon and moorings associated with this project concluded that there would be no likely significant effects subject to the following licence conditions:

- Lighting to be directed away from the Mersey Estuary SPA and Mersey Narrows SSSI;
- No concrete / cement wash water or slurry is to enter the marine environment;
- Bunding and storage must be installed to contain fuels, oil and chemicals;
- Any spills must be reported to MMO;
- A detailed method statement must be submitted to the MMO detailing removal of the pontoon, moorings and associated equipment from the site.

These measures will ensure no likely significant in combination effects.

All other projects assessed have avoidance or mitigation measures to prevent likely significant effects on Natura 2000 sites or their qualifying species and conclude no likely significant effects.

No likely significant in combination effects.

Potential for bird collision risk with the gangway.

This assessment is based on 2011/2 wintering bird survey⁶ and review of these data shows that a number of qualifying bird species for the Mersey Estuary SPA and Ramsar and Mersey Narrows and North Wirral Foreshore SPA and Ramsar have been recorded on mudflats directly adjacent to the Cammell Laird site. Survey showed that qualifying bird species have been recorded across the study area. Species recorded most frequently directly adjacent to the project site, jetty and pontoon, are shelduck, oystercatcher, curlew, cormorant, turnstone and redshank. Of these species only oystercatcher, redshank and ringed plover are present in significant numbers and are considered

further.

There is potential for these species to collide with the gangway at night and under poor visibility conditions when flying along the river or between habitats. However, the structures are likely to be visible to birds due to their construction, high levels of background light pollution and safety lighting on the gangway and pontoon. **No likely significant effect.**

All other projects which have identified collision risk as a likely significant effect have avoidance or mitigation measures to prevent likely significant effects on Natura 2000 sites or their qualifying species and conclude no likely significant effects. **No likely significant in combination effects.**

Potential diesel spillage within supporting intertidal habitat within the Mersey Estuary

The project will continue to use an existing 100,000 litre diesel storage tank, the tank is designed to storage regulations standards. Prevention of spills measures will be implemented in accordance with Oil Storage Regulations 2001. **No likely significant effects.**

In combination

All other projects assessed which include diesel storage include appropriate storage and spill prevention measures which meet regulations standards. **No likely significant in combination effects.**

Visual disturbance to qualifying bird species from on-site lighting.

Lighting is provided by 37 street lights to the car parking area as well as 6 lighting towers. This area of the Mersey Estuary is already well lit due to lighting at Tranmere oil terminal and lighting associated with surrounding industrial sites and street lighting. A large proportion of the birds recorded were around Tranmere oil terminal, suggesting that the birds are habituated or not disturbed significantly by lighting. Therefore it is unlikely that lighting on site will result in any likely significant effects. However it would be best practice for lighting to be directed away from the Mersey Estuary. **No likely significant effects.**

In combination

All other projects which have identified lighting as a potential likely significant effect have included mitigation measures to prevent or minimize light spill into Natura 2000 sites or supporting habitat. **No likely significant in combination effects.**

No likely significant effects predicted on the European Sites

The Environment Agency have no objections to the proposal subject to the attached conditions. It is therefore considered that the proposed development will not have an impact on the Local Habitats.

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.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

The proposed employment development which needs a coastal location to support the off shore wind turbines is compliant with the requirements of local and national planning 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.

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 policy advice. In reaching this decision the Local Planning Authority has considered the following:-

There is policy support for the proposed employment development which needs a coastal location to support the off shore wind turbines under the terms local planning policy in the Unitary Development Plan and the National Planning Policy Framework.

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

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

2. A lighting plan and light spill plan must be submitted for agreement with the Council to show how the applicant will reduce light spill onto the intertidal areas. In addition, 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. 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

4. 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

5. The Licence Holder must ensure that artificial lighting used to facilitate the construction and operation of the pontoon is directed away from New Ferry SSSI and Mersey Estuary SPA. The specific locations of the designated sites can be obtained from Natural England.

Reason To avoid disturbance of wintering and passage birds

6. Surface water draining from areas of hard standing shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse, soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s). Vehicle washdowns and detergents shall not be passed through the interceptor.

Reason To reduce the risk of pollution to the water environment

7. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 29th July 2015 and listed as follows: G5229.001, G5229.002, FS/0381024-1 Rev A, FS/0377940-1 Rev, HFL/2011/0377940-3R Rev A, HFL/2011/0377940-1 Rev H, FS/0381024 - 1 Rev A, FL/2011/0377940-3, IHB/AB/002
Reason: For the avoidance of doubt and to define the permission.

Further Notes for Committee:

1. Materials and chemicals likely to cause pollution should be stored in appropriate containers and adhere to Pollution Prevention Guide 26 for the storage of drums and intermediate bulk containers.

Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund.

The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund. Appropriate procedures, training and equipment should be provided for the site to adequately control and respond to any emergencies including the clean-up of spillages, to prevent environmental pollution from the site operations.

We advise that polluting materials and chemicals are stored in an area with sealed drainage

Last Comments By: 31/08/2015 10:38:51
Expiry Date: 28/10/2015