

Planning Committee	12th December 2024
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Reference:	PS Development Code	Case Officer:	Ward:
APP/23/01510	Q01 - Major Dwelling	Mr P Roberts	Bromborough

Location:	Land Off Dock Road North, Bromborough, Wirral, CH62 4LN
Proposal:	Demolition of existing buildings and erection of 115 dwellings with vehicular access, car parking and associated infrastructure
Applicant:	Lovell Partnerships Ltd and Susan Daniel
Agent:	Mr Paul Nellist, Asteer Planning LLP

Reason for referral to Planning Committee	Application called in by Councillors Jo Bird, Ruth Molyneux and Keiran Murphy with a request to speak at Planning Committee.
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Site Plan:



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1. Development Plan designation:	Primarily Industrial Area
2. Planning History:	Application APP/00/07012 Extension of gate and vehicular access APPROVED

	<p>Application APP/99/05256 Provision of bunded area for 85 oil drums and an integral bunded derv tank capacity 5000 litres APPROVED</p> <p>Application APP/91/05176 Erection of storage building. APPROVED</p> <p>Application APP/85/05879 Erection of security gatehouse. APPROVED</p> <p>Application APP/79/12655 Alterations to existing workshop and offices including construction of two external fire escapes APPROVED</p>
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3. Summary Of Representations and Consultations Received:

<p>3.1 Ward Member Comments</p>	<p>Comments were received jointly from Councillors Jo Bird, Ruth Molyneux and Kieran Murphy. These are summarised as follows:</p> <ol style="list-style-type: none"> 1. A lack of pre-application consultation with Councillors 2. The estate has one form of vehicle access; the large roundabout at the south end of New Ferry bypass/A41 where there are often long queues, which means diminished air quality locally. Traffic lights should be installed at this busy junction with a history of casualties. 3. The A41 is well served by buses and the cycle path connects to Wirral Circular Trail. 4. Over-provision of car parking, which will encourage unnecessary car ownership and journeys. Should be carpool vehicles parking. 5. Walking and cycling access should be much improved by 3 further access points: (a) on the east side of the site towards River Park entrance; (b) the, pedestrian bridge over the Dibbinsdale Brook (c) on the west side of the site, going into Shore Drive. 6. Without these improvements, the nearest food shops are 25 minutes walk away at Port Causeway or New Ferry precinct. Facility for a local shop on site would be welcome. 7. Over 20% affordable housing is welcome and needed. It might be better if this accommodation was more spread out across the site. 8. This development has removed a grassed play area much used & valued by local children. There should be a playground suitable for younger children not able to go to River Park unaccompanied. 9. The installation of new gas boilers is not supported. Solar PV on each home is welcomed but it's not adequate. Low carbon heating solution, such as heat pumps, combined with high levels of insulation should be installed.
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3.2 Summary of Representations

REPRESENTATIONS

Having regard to the Council Guidance on Publicity for Applications and the Statement of Community Involvement, 176 notification letters were sent to neighbouring properties on 8th November 2023 and the application was advertised by way of a Press Notice and Site Notices. In response, 6 objections were received. The reasons for objection are summarised below:

- Potentially contaminated site;
- Highway safety concerns notably at roundabout junction of Bolton Road East and A41;
- Increased traffic congestion;
- Increased pressure on local water treatment works and associated smells;
- Increased surface water drainage issues;
- Lack of accuracy in the submission;
- Potential for asbestos on site;
- Potential flooding of the site from River Mersey;
- Noise pollution not suitable for residents on this site;
- Could less parking be provided. Distance to shops will likely mean people will drive;
- Could a retail unit be provided on site;
- Gas connection could be rendered obsolete in 10 years passing on cost to homeowners;
- A district wide heating network should be explored.

An objection initially received by a neighbouring commercial operator, Biffa, on the basis that the development would introduce receptors adjacent to their landfill gas management facility and therefore potentially significantly affect their operational activities was withdrawn.

CONSULTATIONS

Highways: No objection subject to conditions

Environmental Health: No objection subject to conditions

Natural England: No objection subject to appropriate mitigation in terms of potential recreational disturbance.

Wirral Wildlife: No objection subject to condition.

Environment Agency: No objection subject to condition

Lead Local Flood Authority: No objection subject to conditions

Liverpool City Region Combined Authority: No objections

MEAS: No objection subject to conditions.

	<p>Sport England: No objections.</p> <p>United Utilities: No objection subject to conditions.</p> <p>HSE: Do not advise against</p>
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4. Site and Surroundings	
4.1	<p>The application site consists of approximately 3.05 hectares of land situated close to the Port Sunlight Riverside Park. Industrial land is to the south of the site and residential properties to the west. The immediate south of the site is bounded by the Dibbinsdale Brook. The site is currently vacant being mostly hardstanding with a number of empty buildings associated with a former commercial use located towards the centre and south. Vehicle access to it is along Dock Road North which itself lies at the eastern edge of Bolton Road East which has a junction at the A41/A41 bypass roundabout. A portion of land directly to the south of the site is outside the applicant's control.</p>

5. Proposed Development	
5.1	<p>The application proposes the demolition of the existing buildings on the site and erection of 115 residential dwellinghouses. The houses will comprise a mixture of semi-detached, detached, and terraced dwellings of 2 and 2.5 storeys with between two and four bedrooms. The majority of houses will have off-street parking with two car parking courts also provided. Each property would be provided garden space and be finished in either a buff or red coloured brick. The site will be raised by approximately 1 metre to safeguard against flooding and a number of trees will be planted across the site along with areas of landscaping.</p>

6. Development Plan	
6.1	<p>Under the provisions of section 70(2) Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 and the provisions of the NPPF (paragraph 2) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.</p> <p>The statutory development plan at present consists of the Wirral Unitary Development Plan (UDP adopted February 2000 and saved by Direction of the Secretary State on 18 September 2007) and the Joint Waste Local Plan for Merseyside and Halton (adopted 18 July 2013).</p>
6.2	<p>The following Wirral Unitary Development Plan 2000 Policies are relevant to the determination of this planning application:</p> <p>URN1 (Development and Urban Regeneration) EM8 (Development within Primarily Industrial Areas) EM9 (Non-Employment Uses in Industrial Areas) HS4 (New Housing Development)</p>

	<p>HS11 (Residential Extensions) HSG2 (Affordable Housing Strategy) HS6 (Affordable Housing Principles) HSG2 (Affordable Housing) CH01 (The Protection of Heritage) CH1 (Development Affecting Listed Buildings and Structures) TR9 (Requirements for Off-Street Parking) TR11 (Requirements for Cycle Parking) NC1 (Nature Conservation) NC2 (Internationally Important Nature Conservation Sites) NC5 (Locally Important Nature Conservation Sites) NC7 (Species Protection) GR5 (Landscaping and New Development) GR6 (Greenspace within New Family Housing Development) GR7 (Trees and New Development) WA2 (Land Drainage) PO1 (Potentially Polluting Development) PO2 (Development Near Existing Sources of Pollution) PO3 (Noise) PO4 (Noise Sensitive Development) PO5 (Criteria for Development of Contaminated Land) PO9 (Development Near Notifiable Hazards)</p>
6.3	<p>The Joint Waste Local Plan for Merseyside and Halton (adopted 18th July 2013) is also applicable. Relevant policies are: WM8 (Waste Prevention and Resource Management) WM9 (Sustainable Waste Management Design and Layout of New Development)</p>

7. Other Material Planning Considerations	
7.1	<p>The National Planning Policy Framework (2023), in particular, Sections: 2. Achieving sustainable development 4. Decision-making 5. Delivering a sufficient supply of homes 9. Promoting sustainable transport 11. Making effective use of land 12. Achieving well-designed and beautiful places 14. Meeting the challenge of climate change, flooding and coastal change 15. Conserving and enhancing the natural environment</p>
7.2	<p><u>The Emerging Local Plan</u></p> <p>Wirral Borough Council has submitted the Wirral Local Plan 2021-2037 for examination.</p> <p>On the 21 March 2022 full council approved publication of the Draft Local Plan Under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 before submission to the Secretary of State. The plan was published in May 2022 and representations were available to be submitted until 25th July 2022. The Local Plan was</p>

submitted to the Secretary of State on the 26th October 2022. The local plan and supporting evidence base can be viewed online at www.wirral.gov.uk/lpexam

On 4th March 2024 the Council received the post-hearing note prepared by the Planning Inspectors appointed to carry out the examination into the Wirral Local Plan. The note sets out the Inspectors view on certain matters and what should now be done. It should be read as the Inspectors initial thinking and is without prejudice to any findings they may ultimately come to. The Inspectors view is that the Plan, as submitted, is unsound. Their view is also that the Plan may be capable of being made sound via main modifications. The modification required to make the plan sound were published by the Council for public comment on 25 September 2024. For the purposes of decision making, the post-hearing note and the publication of the modifications do not change the status of the emerging Local Plan. The Plan is however at an advanced stage and weight may be given to relevant policies in the emerging Plan in accordance with the requirements of paragraph 48 of the National Planning Policy Framework, as set out in the officer report.

In attaching weight to individual policies, paragraph 48 of the NPPF is relevant as it states:

"Local planning authorities may give weight to relevant policies in emerging plans according to:

1. the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
2. the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
3. the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)."

The following emerging plan policies are relevant to the determination of this planning application:

WS1(Development and Regeneration)

WS1.1 (Homes)

WS1.2 (Employment)

WS1.3 (Infrastructure)

WS1.4 (Flooding and Drainage)

WS2 (Social Value)

WS3 (Housing)

WS3.1 (Housing Design Standards)

WS3.2 (Housing Density)

WS3.3 (Affordable Housing)

WS3.4 (Housing Mix)

WS4 (Strategy for Economy and Employment)

WS5 (Green and Blue Infrastructure, Open Space, Biodiversity, and Landscape Protection)

	<p>WS5.1 (Green and Blue Infrastructure Networks)</p> <p>WS5.2 (Open Space)</p> <p>WS5.3 (Outdoor Sports)</p> <p>WS5.4 (Ecological Networks)</p> <p>WS5.5 (Recreational Disturbance on International Nature Sites)</p> <p>WS5.7 Green Infrastructure and OpenSpace Maintenance)</p> <p>WS5.9 (Approach Evidence)</p> <p>WS6 (Wirral Placemaking)</p> <p>WS6.1 (Placemaking Principles)</p> <p>WS7 (Design)</p> <p>WS7.1 (Design Principles)</p> <p>WS7.2 Privacy and Amenity)</p> <p>WS7.3 (Agent of Change)</p> <p>WS7.4 (Parking)</p> <p>WS8 (Sustainable Construction, Renewable and Low Carbon Energy)</p> <p>WS8.1 (Energy Hierarchy)</p> <p>WS8.2 (Sustainable Construction)</p> <p>WS8.4 (On-site Renewable and Low Carbon Energy)</p> <p>WS8.5 (Carbon Compensation)</p> <p>WS8.8 (Climate Change and Energy Statement)</p> <p>WS9 (Transport)</p> <p>WS9.2 (Accessibility and Sustainable Transport)</p> <p>WS9.3 (Servicing Development)</p> <p>WS9.4 (Network Impact)</p> <p>WS10 (Infrastructure Delivery)</p> <p>WS10.1 (Infrastructure Provision)</p> <p>WS10.4 (Education, Health and Emergency Services Facilities)</p> <p>WP4 Settlement Area Policy (Policy for Bebington, Bromborough and Eastham)</p> <p>WD1.1 (Landscaping)</p> <p>WD1.2 Trees</p> <p>WD2.1 (Protecting Heritage Assets)</p> <p>WD3 (Biodiversity and Geodiversity)</p> <p>WD4.2 (Flood Risk)</p> <p>WD15.1 (Contamination and Ground Stability)</p> <p>WM6 (Waste Management)</p>
	Wirral SPD4 – Parking Standards (2007)
	Tree, Hedgerow and Woodland Strategy 2020-2030 (hereafter referred to as The Tree Strategy)

8. Assessment	
8.1.1	<p>The main issues pertinent in the assessment of the proposal are:</p> <ul style="list-style-type: none"> • Principle of Development • Housing • Design • Impact on Neighbouring Amenity • Highways • Open Space and Play Space

	<ul style="list-style-type: none"> • Ecology • Flooding and Drainage • Trees and Landscaping • Planning Obligations
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8.2 Principle of Development	
8.2.1	The application represents a departure from the adopted UDP as the proposal site lies within a Primarily Industrial Area where land is earmarked for employment uses. Under the emerging plan, the site is designated within a Primarily Residential Area.
8.2.2	Having regard to NPPF paragraph 126 on the effective use of land and the Primarily Industrial Area designation, where an alternative proposal on an established employment site is being proposed it is considered necessary for the applicant to provide detailed information to support loss of such employment land. This needs to consist of full supporting marketing evidence for the application site, including methodology, copies of advertisements and evidence to show the site has been marketed for sale and/or let (and solely for industrial purposes) over a continuous period, and where there are existing buildings on site, demonstrating that the price and terms of existing units are realistic in comparison with similar premises elsewhere within the Borough together what interest has been shown for those units. This principle has been carried forward into Submission Draft Local Plan Policy WS 4.2 in respect of designated employment areas.
8.2.3	An Employment Market report undertaken by Matthews & Goodman and dated November 2021 has been submitted with the application. It includes a general market overview and concludes that there is no real prospect of the site coming forward for employment use. In relation to marketing, the report states that Matthew & Goodman and Legat Owen were appointed to market the site and buildings in June 2017. After 2020 when the buildings were stripped to deter further vandalism, the site was marketed as a whole for open storage up to 2023. Over this period, the applicant has confirmed, approaches were made in respect of a dog training facility and the storage of building materials. Detail of the marketing measures is provided with examples of marketing particulars alongside a register of enquiries and a viability appraisal for a new industrial development (a multi-unit scheme, considered appropriate for the location) has also been undertaken which concludes that an employment development would not be viable. Officers do not dispute the findings.
8.2.4	In terms of the emerging policy context, the site was initially identified as being within the Primarily Residential Area in the Wirral Local Plan 2020-2035 Issues and Options Consultation 2020 (Regulation 18). The application site was assessed in the 2021 Wirral Employment Land and Premises Study (WELPS) as site 63. The summary states that the site is <i>“of lower quality and therefore should not form part of the core employment allocation...and given the site is not proposed to be</i>

	<i>allocated in the core employment land supply, consideration could be given to this site for employment or alternative use, where the Local Planning Authority considers there is no prospect of an application coming forward for employment use.”</i>
8.2.5	Notwithstanding the emerging plan context which places the site in the primarily residential area, it has been demonstrated that the site has been marketed for employment use for a longer period than the policy requirement in the emerging Local Plan and it is therefore accepted that there is no reasonable prospect of the site being brought forward for an industrial use. The site is located in a location which is not ideal for continued employment activity being largely residential in character, with relatively new housing to the north and with more housing planned and approved (subject to a Section 106 Agreement) to the south of the brook (APP/22/01890).
8.2.6	In conjunction with the WELPS assessment, the advanced stage of the emerging Wirral Local Plan, and the demonstrable lack of demand for employment uses at this site, it is considered that a departure from the adopted UDP designation to allow for the residential development of the site is acceptable.

8.3 Housing	
8.3.1	The adopted UDP does not prescribe density guidelines in relation to development in this location, save for the Policy HS4 requirement for housing proposals to have regard to existing densities and the form of local development. Emerging local plan Policy WS3.2 details residential density zones throughout Wirral within which minimum density guidelines for housing development are required. This application falls in a location just outside of any defined zone and as such new residential development is expected to achieve efficient use of land having regard to the prevailing local character and achieve a minimum density of 30 dwellings per hectare (on sites larger than 1 hectare). This scheme provides 115 homes on a site just exceeding 3 hectares with a density of 37.7 dwellings per hectare which is in accordance with emerging policy and is also in keeping with the established pattern of surrounding residential character.
8.3.2	<u>Affordable Housing</u> The development would contribute to the borough’s affordable housing needs. Under both the UDP and emerging Local Plan the site is within an area requiring 20% affordable housing, of which 25% should be First Homes. The applicant is proposing that 14% of the units be provided as affordable on the basis that the Vacant Building Credit (VBC) be applied in respect of the approximately 2,824 sqm of former industrial buildings at the site. Paragraph 65 of the NPPF sets out that in order to support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, the affordable housing requirement should be reduced by a proportionate amount, that amount being equivalent to the existing gross floorspace of the existing buildings.
8.3.3	National Planning Policy Guidance (NPPG) paragraph 28 sets out that VBC applies where the building has not been abandoned, with the

	<p>courts having held that account should be taken of all relevant circumstances, such as: the condition of the property; the period of non-use; whether there is an intervening use; and any evidence regarding the owner's intention. In considering how vacant building credit should be applied to a proposal, the NPPG goes on to say that authorities should consider: whether the building has been made vacant for the sole purposes of re-development; and whether the building is covered by an extant or recently expired planning permission for the same or substantially the same development.</p>
8.3.4	<p>The applicant's employment market report states that despite security measures being put in place following the last use in 2017, there were repeated break-ins and damage caused to the buildings with valuable copper and other wire stripped from the premises. As a consequence, the buildings fell into disrepair and a decision was made during the summer of 2020 to undertake a 'soft strip' of the buildings, to deter future acts of vandalism. The site had been marketed for general employment purposes from 2017, at competitive rates, publicised with marketing boards, website listings and direct emailing with limited viable interest being expressed for the site and no commercial developers expressed interest in the site for industrial or light industrial uses. Following this period the marketing continued for the site was for open storage land use purposes only. The report also contends that it is not financially viable to refurbish these buildings to meet modern occupier requirements, a point that is not contended given the state of the structures.</p>
8.3.5	<p>In terms of the VBC abandonment test, it is considered that the poor state of the buildings on-site reflects the previous vandalism, the need to avoid further damage and not for purposes to allow for future redevelopment. It would appear the buildings became vacant because the proprietor sold the business and the Bromborough site was not required by the purchaser who transferred work to another facility. Any remaining vehicles and pieces of plant were finally removed in September 2017 and as such it would not appear that the buildings were made vacant for the sole purposes of re-development.</p>
8.3.6	<p>Taking the above into consideration, the applicant has demonstrated that vacant building credit can be applied in this instance. The buildings on-site are measured as having a gross floorspace of up to 2,824 square metres. In keeping with the NPPF, the applicant is thereby seeking to utilise this credit to offset the cost of affordable housing delivery which in this location would normally be 20%. Applying this target of 20% proportionally to the total gross floorspace proposed minus the floorspace of the buildings to be demolished, results in an affordable housing requirement of 14.6% (which amounts to 17 dwellings), a figure that the applicant has committed to, and which will be secured via a Section 106 legal agreement.</p>
8.3.7	<p>The applicant has stated that the intention is actually to produce a scheme with 42 affordable units, (27 x 2-bedroom units and 15 x 3-bedroom) which would represent 'over provision' against policy, via grant funding that supports developments which over provide on affordable numbers. The Council has no control over this matter and cannot guarantee the provision but as stated the applicant is meeting</p>

	<p>their policy compliant affordable housing requirements which will be secured by legal agreement which is:</p> <ul style="list-style-type: none"> • First Homes: 4 units • Social Rent: 8 units • Affordable home ownership (Shared Ownership/Rent to Buy): 5 units
8.3.8	<p><u>Housing Mix</u></p> <p>The application site comprises a mixture of housing sizes as set out as follows:</p> <p>2 bedroom - 27 units</p> <p>3 bedroom - 61 units</p> <p>4 bedroom - 27 units</p> <p>Emerging Local Plan policy WS3 sets out a requirement for new residential developments to provide an appropriate mixture of house sizes and types, including in such locations a need for at least 70% of Open Market dwellings to be three or more bedrooms. This mix proposed accords with this Policy with 100% of Open Market units 3 bedroom or larger (and 76% of all dwellings being 3+ bedrooms).</p>
8.3.9	<p><u>Housing Standards</u></p> <p>Emerging Local Plan policy WD23 sets out proposed new residential development should be built to the Nationally Described Space Standards. The scheme falls slightly short on full compliance with NDSS, with 15 of the three beds being deficient by 4 sqms (5% short) and 5 by 1 sqm (1% short) and the rest exceeding the standards, some by over 10%. This is considered acceptable in order to make most effective use of the site and reflects the currently adopted policy position which does not set minimum house standards. In terms of the accessible and adaptable homes as required by Policy HS9 for developments of 20 or more units, the applicant is providing 100% of the units as Building Regulations M4(2) compliant with 6% of the units achieving M4(3) 'wheelchair adaptable' status, thereby according in full with emerging policy WD23 in this regard.</p>
8.3.10	<p>The development will provide sufficient amenity space for residents with rear gardens attached to each property. The buildings will provide good quality accommodation overall with sufficient distances to neighbouring properties to preserve privacy for residents within their homes and in their external spaces.</p>
8.3.11	<p>Given the above, and subject to legal agreement, the development is considered to meet the requirements of development policy as it stands.</p>
8.4 Design	

8.4.1	<p>Paragraph 131 of the NPPF states that, the "creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve." Paragraph 135 sets out that planning decisions should ensure that developments will function well and add to the overall quality of the area; are visually attractive; sympathetic to local character; establish or maintain a strong sense of place; optimise the site potential and create safe, inclusive and accessible spaces. Paragraph 139 states that development that is not well designed should be refused. The NPPF should be read alongside the National Design Guide (2021). Paragraph 21 of the Design Guide advises that a well-designed place is achieved through making the right choices at all levels, including: the layout; the form and scale of buildings; their appearance; landscape; materials; and their detailing.</p>
8.4.2	<p>Policy WS6 of the emerging Local Plan requires developments should demonstrate placemaking principles commensurate with the scale and nature of development and which responds well to local context and character. Policy WS7 states that development proposals should demonstrate that they have addressed design principles. These principles include (but are not limited to): being visually attractive and positively enhance the character, the appearance and setting of the surrounding area; ensuring that the density, height, scale, massing and siting is appropriate in context; providing for the protection and enhancement of existing healthy trees and hedgerows of visual and wildlife value; and providing or protecting high quality landscaping including unifying features such as gates, piers, walls, boundary treatment between public and private areas.</p>
8.4.3	<p>This application proposes to raise land levels across the site up to a maximum point of 1.3 metres above existing levels at the southern/brook part of the site away from neighbouring housing. Along the principal Dock Road North frontage, the land would increase from 35 cm nearest to a neighbouring apartment block through to a level at the eastern edge approximately 1 metre higher than existing, which would still sit below the western edge and is considered to be acceptable. The scale and form of development would reflect the housing built to the west along Dock Road North and have a comparable building line.</p>
8.4.4	<p>The development has a singular vehicle access along the Dock Road North frontage (barring two properties in the north-west corner which share an access direct from Dock Road North) and a further pedestrian access also onto Dock Road North at the north-eastern edge. Other secondary roads and shared courtyard spaces run off this entrance road with pedestrian links provided in a number of locations to enable connectivity across the site. The design shows a mixture of two and some two-and-a-half, storey housing with a mix of semi-detached, detached and terraces across the site in a form and layout which is considered appropriate and in context with this mixed and evolving location. Two triangular portions of land adjacent to the brook sit outside this application site and this design allows for those sites to potentially come forward with additional housing should they at some point become available for development.</p>
8.4.5	<p>The proposed site would, as stated, only have access to Dock Road North, thereby meaning an extended distance from those dwellings</p>

	<p>within the heart and south of the site to local services including to public transport facilities. Some houses would be up to 750 metres from the nearest bus stop on the A41, a bus stop that serves 5 regular bus routes and two school bus routes. The distance represents an approximate 10-minute walk and is not dissimilar to that for properties on Sparks Croft to the north of Dock Road North. In terms of a suggested link via Shore Drive mentioned in consultation, this option is outside of the Council's or the applicant's ownership control and would therefore not be possible – in any case, this is not considered necessary to make the scheme acceptable. Likewise, the lack of retail unit on the site is not considered prejudicial to the amenity of future occupiers. Following a Council request, the site layout was amended during the course of the application to provide space for a footpath link leading from the southern end of 'New Road E' and alongside a pumping station building, to link with the existing footpath which gives access to the cycle and pedestrian bridge over Dibbinsdale Brook (which is subject to legal agreement in connection with the Croda scheme to the south) to improve accessibility.</p>
8.4.6	<p>The proposed homes will be finished in a mixture of buff and red brick with grey roof tiles with some variety in roof form and finish including 6 pairs of semi-detached properties with front dormers. It is considered that the appearance of the development will sit in context with existing local properties. A mixture of masonry walls and timber fencing will form the boundary treatment to properties with soft landscaping and parking to the front. A number of trees will also be planted to the front of housing to soften the appearance of the development. In terms of the boundary to the south and the land outside the applicant's control, it is considered that this proposal does not prejudice future development and details of the landscaping and boundary treatment along this edge would be secured via condition.</p>
8.4.7	<p>Subject to planning conditions security the quality in materials, and hard and soft landscaping, it is considered that the appearance of the development accords with the aspirations of the NPPF, the UDP and emerging Local Plan policies.</p>

<p>8.5 Impact on Neighbouring Amenity</p>	
8.5.1	<p>NPPF paragraph 191 states that planning decisions should ensure that new development is appropriate to its location taking into account likely effects of pollution. In doing so it is necessary to mitigate and reduce to a minimum, potential adverse impacts from noise including avoiding noise giving rise to significant adverse impacts on health and quality of life. Paragraph 193 goes on to say that existing businesses should not have unreasonable restrictions placed on them as a result of development permitted after they were established and if an existing operation could have a significant adverse effect on new development in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation. Emerging policy WD21 states that the responsibility for mitigating impacts of established activities or uses on the proposed new development should lie with the agent of change,</p>

	<p>and that established uses should remain viable and able to grow without unreasonable restrictions being placed upon them.</p>
<p>8.5.2</p>	<p>The development is located to the east and south of existing residential property. The design of the scheme will not have a significant impact on neighbouring amenity with sufficient distances from new dwellings to the habitable rooms of existing housing. The residential development to west of the site is relatively new and will sit at a higher level than the application site properties – however, the differences in land levels between new and existing housing will not prejudice amenity. Residential amenity impacts caused to the proposed dwellings from other new dwellings (within the application site) themselves have been considered and although there is a slight shortfall in the required separation distances for a small number of properties, this is acceptable as it makes effective use of the land. The scheme would also remove any impacts associated with the established commercial operations in this location which would have benefit to existing neighbours.</p>
<p>8.5.3</p>	<p>Alongside the residential properties there are also commercial operations to the west of the site including a Biffa landfill operation. A noise assessment was submitted setting out the predicted noise levels from the landfill processing site at the worst affected proposed houses and compared with the recommended desirable guideline values from BS 8233: 2014 'Guidance on sound insulation and noise reduction for building'. Biffa raised objection to the development, citing the NPPF requirement (Paragraph 193) to ensure that existing restrictions should not have unreasonable restrictions placed on them because of developments permitted and the consideration that the submitted noise assessment did not take full account of the operations from the landfill site, which could lead to residential living condition being compromised to the extent that the commercial activities could be prejudiced. Following this objection further work was undertaken on behalf of the applicant with additional noise modelling recorded in May and June 2024 over a period totalling 19 days and again in October 2024. This concluded that the noise associated with the plant machinery was consistent but below the upper guidance levels of 55 db L_{Aeqt}, at 53 L_{Aeqt} for the rear garden spaces of properties which lie adjacent to it, meaning the use of these gardens is suitable. By applying a -15db correction for internal rooms, assuming that the rear façade includes a partially open window, values of predicted internal room values along the eastern boundary would fall slightly above the guideline values of 35db. However, with double glazing and trickle ventilators, measurements of 23-24 decibels would be expected.</p>
<p>8.5.4</p>	<p>The Council's Environmental Health team visited the site in November 2024 and consider that having reviewed the noise impact assessment report and additional survey work state that they have no objection to this application with noise levels in the area judged by Officers as not producing a clear statutory noise nuisance. The applicant has offered, and Officers agreed, that the homes along the shared boundary are provided with Mechanical Ventilation Heat Recovery systems, enabling ventilation of the rear facing rooms without the need to open windows. The proposal has been considered against the requirements of the NPPF in the context of the established relationship and it is not</p>

	considered that the operation of the landfill plant will have a significant adverse effect on new development in the vicinity with suitable mitigation in the form of the MVHR system and double glazing. This is considered the most suitable solution to ensure effective use of the site without prejudicing the continued use of the established landfill site.
8.5.5	Given the above, as noise mitigation measures will be secured through condition, the proposal is considered to comply with UDP Policies HS4, PO1, PO2, P04 and the NPPF.

8.6 Highways	
8.6.1	The application is supported by a Transport Assessment (TA), the details of which are satisfactory and therefore generally accepted by Traffic and Transportation. The TA reviews the network up to 2027 with committed development and this development's traffic added, and tested at two locations, namely the Dock Road North / Bolton Road East junction and the traffic signal-controlled roundabout at Bolton Road / A41 New Chester Road. The analysis of the network showed that during either the AM or PM peak periods, when the network is most trafficked, that approximately 65 additional vehicles would be added to the network. Both junctions are shown to operate within acceptable levels of capacity with the highest degree of saturation recorded on the B5136 New Chester Road southbound approach to the roundabout of 88.5% DOS (Degree of Saturation). The mean max queue formed at the stop lines to the roundabout only increase by approximately 2 vehicles which is also acceptable. The historical accident record for the most recent 5-year period, (2017-2022) was submitted within the TA and this shows that there are no accident trends or hotspots within the surrounding highway layout that may be exacerbated by the development traffic.
8.6.2	The developer has kept the parking bays along Dock Road North that are associated with parking for the River Park. A waiting restriction (time limit) to the parking bays will, however, be required to promote turnover and a 1.5 hour maximum waiting period is considered appropriate for these bays. To prevent cars overspilling from this parking provision and into the development it will be necessary for the developer to provide a Traffic Regulation Order that prohibits parking from occurring within the mouth and along the access road into the site, and therefore, double yellow lines are required to be added to the junction and along this stretch of carriageway (New Road A). In addition to the waiting restriction along this road there is a need to include the whole development within a 20mph zone and the entrance gateway will require signing and the associated 20mph TRO implemented.
8.6.3	The internal roads have been tested for refuse vehicle swept paths and turning and found to be satisfactory, however, the shared surface of one road did raise some concern from the Council's Traffic and Transportation team and a review of the final design is requested to be dealt with via planning condition. A similar concern was raised in respect to the proposed radii to the central raised table with a regular radius to kerbs required here and tactile paving all around the junction. Consequently, the internal roads will be subject to a design check as part of the s38 adoption process which shall also incorporate street lighting and highway drainage.

8.6.4	Traffic and Transportation consider that the single entrance is sufficient for 113 dwellings. The new vehicle accesses to the two sub-stations and the site access road will require tactile paving and/or dropped kerbs to be taken forward as part of a s278 highway agreement, with the cost fully met by the applicant/developer and at nil cost to the Local Highway Authority. In respect of the sub-station in the north-west corner of the site and the two houses it will share an access with there is the possibility that the revised entrance could lead to a short section of carriageway that is not adopted or within the development's redline boundary. The applicant has advised that discussions with the landowner are ongoing and a condition in this regard is recommended.
8.6.5	In terms of parking, the four-bedroom properties will have the potential for three spaces, inclusive of within the garage with the rest of the units having, in most cases, two with a small number of the smaller terraced housing having access to one space. In light of adopted SPD4 guidance and emerging policy the quantum provided is considered to be acceptable. Conditions in respect of cycle and bin storage are proposed.
8.6.6	A Residential Travel Plan was submitted alongside the application setting out measures to effectively promote the use of sustainable modes of travel, including public transport and active travel, to all future residents of the development. This would include the employment of a Travel Plan Co-ordinator and regular surveys with residents following occupation and monitoring of progress in conjunction with the local authority.
8.6.7	Given the above, as the proposal causes no significant travel and transport impacts, it is considered to comply with UDP Policies HS4 and TR9; TR12; NPPF Chapter 9 (Promoting Sustainable Transport), WLP WS7 and WS9.

8.7 Open Space and Play Space

8.7.2	The site lies within close proximity to Port Sunlight River Park, a large area of public open space and approximately 500 metres from Shorefields Nature Park. UDP policy GR6 sets out that in respect to proposals for new family housing of more than 35 dwellings, greenspace at an overall level of 60 square metres per dwelling should be delivered inclusive of provision for children's play space. However, such provision is not required where dwellings fall within 400 metres of a public accessible open space of 1.5 hectares and above. In this case, all proposed dwellings on site would fall within 400 metres of the adjoining River Park, a public open space of 28 hectares. Therefore, the development is considered to accord with adopted policy requirements. Draft policy WS 5.2 of the emerging Local Plan does seek improvements and enhancement of open space through a mixture of on-site provision and / or financial contributions. However, as it remains draft policy it cannot be attributed full weight and therefore on-site open space or play space is not secured in this instance.
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8.8 Ecology

8.8.1	<p>The site has limited habitat given the extensive hardstanding and buildings in-situ. The application was submitted along with a suite of documents including Preliminary Ecological Assessment (PEA), a Bat Roost Assessment (BRA), Bat Activity Report, Habitats Regulations Assessment and Bat Lighting Strategy some of which have been updated during the course of the application following comments made on the submission by MEAS.</p>
8.8.2	<p>The buildings on-site have negligible bat roost potential. Three species of bat have been recorded with the main areas of bat activity located along the Dibbinsdale Brook. The proposals will not result in the direct removal of good potential bat habitat and harm to foraging and commuting bats can be avoided through mitigation measures and a lighting scheme condition.</p>
8.8.3	<p><u>Biodiversity</u></p> <p>This application is not subject to mandatory Biodiversity Net Gain (BNG) provisions as it was submitted before they came into force. Paragraph 186 of the National Planning Policy Framework (December 2023) sets out that</p> <p><i>a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;</i></p> <p>Policy WD3 in the emerging Local Plan echoes this requirement.</p> <p>The revised PEA followed survey work completed in January 2024 and includes an assessment of the habitats present on the site against the Open Mosaic Habitat on Previously Developed Land (OMHPDL) Priority Habitat definition and confirms that 0.35ha of OMHPDL is present within the application site which would be lost in its entirety, which is a loss of 6.3 units of Open Mosaic Priority Habitat. In accordance with the Biodiversity harm avoidance, mitigation, compensation hierarchy, the development proposes the creation of 2.78 units on site by way of mitigation. Following the submission of further Biodiversity Assessments and associated Metrics it was found that the proposed development would therefore results in an overall net loss of 3.52 habitat units. To achieve no net loss (in accordance with the NPPF and emerging Local Plan policy WD3), the provision of 3.53 habitat units off-site is necessary by way of compensation. As the habitat involved is Open Mosaic Habitat a sum of £40,000 per unit, to go towards the cost of conserving and enhancing biodiversity, is required to compensate for its loss. This would be spent within the Bromborough ward or other BNG project. The applicant has agreed to meet the £141,200 contribution in full.</p>
8.8.4	<p>In order to enable and secure the biodiversity on site, the applicant has submitted a Habitat Creation and Management Plan (HCMP). The HCMP sets out the scope of planting that will form part of this development including 70% native tree planting, shrub and grassland types. In addition, a management programme is set out to implement, manage and monitor habitat creation over a 30-year period. This would be subject to regular review, with survey data submitted to the LPA on a regular basis and targets set to ensure the required on-site habitat is created over the lifespan of the Plan and sanctions, including potential</p>

	off-site contributions, if not achieved. A condition in this regard is recommended.
8.8.5	<p><u>Recreational Pressure</u></p> <p>The applicant has confirmed that they wish to 'opt-in' to the mitigation measures set out in the Council's adopted Information Note on recreational pressure. This, in effect, screens out the impacts identified within the Habitats Regulations Assessment. The provision of an information leaflet relating to recreational pressure and identifying alternative green spaces to protected sites will also be secured through condition. The commuted sum for Recreational Pressure is £280.26 per dwelling, giving a total of £32,229.90. This will be secured through the Section 106 Agreement.</p>
8.8.6	The Dibbinsdale Brook to the south of the site provides a potential pathway for demolition and construction-related pollutants. In addition to increased in-combination recreational pressure effects, transfer of construction related pollutants into the National Site Network (Areas of Protection/Conservation) is another potential significant development effect which has to be mitigated. The application was accompanied by a Construction Environmental Management Plan (CEMP), which sets out a range of measures to be undertaken during construction to safeguard ecology. A condition securing compliance with the CEMP is therefore attached. Other measures in respect to the protection of mammals and birds and lighting are also proposed to be dealt with via condition
8.8.7	The site falls within the recently updated (September 2023) Natural England Impact Risk Zone (IRZ) and meets the consultation trigger ' <i>Residential development of 50 units or more.</i> ' Natural England were consulted and subject to the mitigation proposed regarding recreational disturbance it is considered that the proposal would not have an adverse effect on the Mersey Estuary Special Protection Area or the New Ferry and Dibbinsdale Sites of Special Scientific Interest.
8.8.8	Taking the above matters into account, including planning conditions and legal agreement, the scheme is considered to comply with the Habitats Regulations (2017), NPPF Chapter 15 and adopted and emerging policy in this regard.

8.9 Flooding and Drainage	
8.9.1	A significant proportion of the site is within Flood Zone 2 & 3a according to the Environment Agency's (EA) Flood Map for Planning. Residential development is classed as "more vulnerable" and in Flood Zone 3a after applying the sequential test, requires the Exception test to be passed. The applicant has submitted a Flood Risk Assessment and Sequential and Exception test report with the application.
8.9.2	The applicant's sequential assessment mainly draws on the Council's Sequential and Exception Test Report to reasonably conclude that there are no suitable alternative sites in lower flood risk areas which could accommodate the proposed development and hence the Sequential Test is satisfied. In such circumstances, the Exception Test has to be

	<p>applied given the Vulnerability Classification of residential development and that part of the site is Flood Zone 3a. To pass the Exception Test NPPF para 170 requires that it should be demonstrated that:</p> <p>a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and</p> <p>b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.</p>
8.9.3	<p>In relation to Part (a) the applicant has analysed the applicant site against the Sustainability Criteria set out in Table 7.1 of the Council's Sustainability Appraisal of the Local Plan. This concludes that the site is a sustainable development opportunity and is highly accessible by bus and is only slightly beyond the walking catchment for the local railway station. No significant effects are anticipated on the heritage assets within the vicinity of the site. The applicant also contends that development of the site will lead to a number of social, economic and environmental related benefits specifically:</p> <ul style="list-style-type: none"> • Provision of new high-quality housing in a sustainable location. • Creation of new construction jobs. • Direct and indirect spending associated with the construction phase, and during operation through increased spending by new residents in the local community. • Increased council tax revenue
8.9.4	<p>As part of the preparation of the Local Plan, the Council commissioned a Level 1 (L1) Strategic Flood Risk Assessment (SFRA) which assessed sites in the Council's Strategic Housing Land Availability Assessment (SHLAA) including the application site (SHLAA ref: 1895). In addition, the Council commissioned a more detailed Level 2 (L2) SFRA of proposed allocations flagged through the L1 process as requiring more detailed assessment prior to allocation, plus other sites where there was potential developer interest in bringing forward residential development. The application site was subject to this more detailed assessment. In respect to this site the Level 2 SFRA recommended that the site should remain used for less vulnerable uses with resilience measures in place or it be utilised for amenity greenspace providing flood storage and social and environmental benefits. However, the document does go on to say that <i>"the modelled land raising outputs indicate that land raising could be a viable option for this site without having any significant adverse impacts on the surrounding existing developments"</i>.</p>
8.9.5	<p>The applicant's Flood Risk Assessment (FRA) sets out that the nearest main river is Dibbinsdale Brook, located adjacent to the southern boundary of the site. This outfalls into the River Mersey, which is located 420m northeast and the primary flood risk to the site is likely to be from tidal flooding in terms of any mitigation proposed, as the River Mersey is</p>

	tidally influenced which influences the levels of the Brook. Following pre-submission consultation with the EA, the application proposes to raise land across the site so that the finished floor levels (FFL) are raised 600mm above the predicted top water level (7.58m AOD) in the design event (tidal 1 in 200 year). The minimum FFL of the residential dwellings will therefore be set at a level of 8.18m AOD, in an attempt to ensure that properties remain dry, safe, and flood-free for the development lifetime.
8.9.6	<p>Accompanying the FRA, a revised assessment of the Flood Zones modelled by the applicant's own consultants Betts Hydro assesses the fluvial and tidal flood risk 'more accurately' by using a 1D – 2D hydraulic model, as opposed to the Environment Agency's 1D model which is what their Flood Map for Planning is based on and forms the basis of the L1 SFRA. The 1D-2D model suggests that a significantly reduced area of the site is subject to flood risk, especially Flood Zone 3 as compared with the EA modelling:</p> <p><u>EA Flood Map for Planning</u> Flood Zones 1 (41.54.6%), 2 (23.58%) and 3a (34.88%)</p> <p><u>Betts Hydro Hydraulic Model Outputs</u> Flood Zones 1 (50.6%), 2 (44.8%) and 3a (4.6%).</p>
8.9.7	In line with EA advice, the applicant proposes to raise the height of the site to 8.18m AOD, which is 600m above Finished Floor Level of 7.58m AOD (FFL). The applicant's assessment concludes that the proposed mitigation to raise the site levels and protect future site residents from tidal and fluvial flood risk is effective. The modelled scenarios take into account an allowance for climate change and it identifies no significant offsite impacts associated with the mitigation strategy.
8.9.8	The Environment Agency reviewed the applicant's submission and following an initial objection, the basis for which has been subsequently clarified, they raise no objection subject to a requirement so that the finished floor levels are set to a minimum of 8.18 AOD and the exception test is considered to be met.
8.9.9	The applicant provided a Phase 1 Geoenvironmental Assessment alongside their submission. This report sets out possible risks to controlled waters from current and future land conditions and how risks to these waters could be managed. The document is ten years old and in order to be certain that the development would not increase risks, a pre-commencement remediation strategy to protect against water pollution is recommended to be attached to any approval. Other conditions designed to protect the water environment are also recommended.
8.9.10	The application was also accompanied by a Drainage Strategy in respect to the disposal of foul and surface water. This was considered to be acceptable to United Utilities subject to conditions in respect to a final drainage scheme and sustainable drainage management. The Lead Local Flood Authority have also been consulted and do not object subject to conditions.
8.9.11	Given the above it is considered that the development would, subject to the conditions outlined, safeguard flooding risks on and off-site

	associated with this development and complies with UDP policies WAT1; WA1; WA2; emerging policy WD4 and the NPPF.
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8.10 Trees and Landscaping	
8.10.1	The application was submitted with a Tree Survey. This sets out that the site has extensive hardstanding and built structures and is shown to have only two reported trees on the site with a number off-site adjacent to its boundary. The trees surveyed are generally of low quality with the two on-site being Category C species, both of which would be felled to allow for the re-development. In respect to the Council's Tree Strategy (2024), a total of 4 replacement trees need to be provided to accord with the Strategy and a condition in this regard is attached. In any case, the application is supported by a Biodiversity Enhancement Measures document which sets out that a range of native trees (which exceed 70) and other planting is proposed as part of the development. This would form the basis of a full landscaping plan which would be conditioned to be in accordance with the stated enhancement measures. Subject to this condition, the application is therefore considered to be in accordance with UDP policies HS4, GR5, GR7 and emerging policies WS7; WD1 and WS5 as well as the NPPF.

8.11 Other Matters	
8.11.1	<p><u>Contamination</u></p> <p>The proposed use would be vulnerable to the presence of contamination. The application was accompanied by a Geoenvironmental report, the contents of which were reviewed by the Council's Environmental Health team. The site principally consists of made ground and some environmental considerations were identified including asbestos within one of the buildings. Following full review and discussion, Environmental Health recommend a number of planning conditions to safeguard the health and safety of construction works, neighbours and future occupiers.</p>
8.11.2	<p><u>Air Quality</u></p> <p>The application was submitted with an Air Quality Assessment. This proposes a series of recommendations for the construction phase of the development to safeguard neighbouring amenity. In terms of the impact of new housing it is considered that the proposal will have a negligible impact on air quality. The Council's Environmental Health team advise that a condition requiring compliance with the Air Quality Assessment is required.</p>
8.11.3	<p><u>Archaeology</u></p> <p>There are no heritage assets recorded on the Merseyside Historic Environment Record within the proposed development and the site is considered to have negligible archaeological potential.</p>

8.11.4	<p><u>Waste</u></p> <p>The proposal involves excavation and construction activities which are likely to generate significant volumes of waste. Waste production should be minimised and measures implemented to achieve efficient resource use, including designing out waste and minimisation of off-site disposal. The submitted Construction Method Statement gives detail on waste management but insufficient to meet policy requirements at this stage. Consequently, a Construction Site Waste Management Plan is to be secured by planning condition in order to demonstrate full compliance with policy JWLP WM9 (Sustainable Waste Management Design and Layout for New Development).</p>
8.11.5	<p><u>Education & Health</u></p> <p>The application was subject to consultation with the Council's Education Department and the NHS and no comments were made. No education or health provisions are required in connection with this application.</p>
8.11.6	<p><u>Sports Provision</u></p> <p>NPPF Chapter 8 (Promoting healthy and safe communities) considers planning policies and decisions should enable and support healthy lifestyles, especially where this would address identified local health and well-being needs, through the provision of sports facilities. WLP WS5.3 (Outdoor Sports Provision) considers new residential development should contribute to the provision of facilities for outdoor sport and recreation in line with the needs identified per person within the latest Playing Pitch and Outdoor Sports Strategy for the Borough. Where on-site provision would not be appropriate or achievable, an appropriate financial contribution will be required to secure improvements to existing facilities and/or to support the delivery of appropriate strategic provision to serve the development proposed. There is no UDP Policy requiring sports contributions. Sport England commented upon the application and raised no objections.</p>
8.11.7	<p><u>Design and Security</u></p> <p>The current empty land will be brought back into use effectively, reducing any potential crime and disorder issues. The development is suitably designed with an increased degree of natural surveillance from the presence of housing, which is sited so that elevations will enable natural surveillance as well. Consequently, it is considered that the development accords with it is considered to comply with UDP Policy HS4 and the NPPF.</p>
8.11.8	<p><u>Sustainability</u></p> <p>WLP 3.1 requires Low Carbon features within development and compliance with the Building Control Regulations has been proposed. Due consideration has been given to thermal efficiency. WS3.1 has been subject to Modifications and hence, at this time, is given limited weight. As such, in this case, no requirements past building control standards are deemed necessary.</p>

8.12 Section 106 agreement	
8.12.1	<p>When considering the potential content of a s106 Agreement regard must be had to the tests set out in the Community Infrastructure Levy Regulations. By law, the obligations in a s106 Agreement can only constitute a reason for granting planning permission if they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.</p> <p>Contributions/Provisions for the following are to be secured to ensure the proposal is policy compliant:</p> <ul style="list-style-type: none"> • Provision of 14.6% on-site affordable housing (First Homes: 4 units; Social Rent: 8 units; Affordable home ownership (Shared Ownership/Rent to Buy): 5 units) • Contribution towards off-site biodiversity mitigation (£141,200) • Habitat Regulations Assessment Recreational Pressure Mitigation contribution (£32,229.90) • Section 106 Monitoring Costs (£3,000) • Travel Plan Monitoring (£1,000)
9. Summary of Decision (planning Balance)	
9.1	<p>Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise. Having regards to the individual merits of this application this recommendation has been made having regards to the relevant Policies and Proposals in the Wirral Unitary Development Plan (Adopted February 2000), Joint Waste Local Plan for Merseyside and Halton and all relevant material considerations including national policy advice. In reaching this decision the Local Planning Authority has considered the following: -</p>
9.2	<p>The proposal will deliver housing on a vacant piece of brownfield land for which the applicant has demonstrated that there is no reasonable prospect of the site being utilised for employment uses. Subject to vacant building credit it will provide the required provision of affordable housing. The form, scale and design of the proposed development is well-considered and in keeping with the prevailing character of this predominantly residential area. The housing would not prejudice the amenity of neighbouring occupiers, including commercial operators and the internal and external living conditions provided for potential future occupiers is good, with acceptable levels of outlook and access to daylight. The scheme will provide sufficient mitigation to compensate for biodiversity loss, introduce new trees and landscaping and improve visual amenity. It will also de-contaminate the existing site and offers</p>

	sustainable drainage solutions which will not cause additional pressures in respect of flooding.
9.3	Overall, the development will offer substantial benefits and subject to planning condition and s106 legal agreement the proposal is considered to comply with the UDP, NPPF and emerging local plan policies and is recommended for approval.

10. Recommended Decision:	
10.1	That the Director of Regeneration and Place be authorised to approve the application subject to the following conditions and subject to the completion of an agreement pursuant to section 106 of the Town and County Planning Act 1990 to be prepared, in accordance with section 8.12 of this report.
10.2	That the Director of Regeneration and Place be authorised to refuse the application in the event that a satisfactory section 106 agreement is not received within 6 months of the date on which Planning Committee resolve to approve the application unless an extension of time is agreed to the satisfaction of the Director of Regeneration of Place in consultation with the Chair and Spokespersons of the Planning Committee.

Recommended Conditions and Reasons:
<p>1. The development must be begun not later than the expiration of three years beginning with the date of this permission.</p> <p>Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.</p> <p>2. The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>2040 001; 2040 002; 2040 003; 2040 010 TT; 2040 012 D; 2040 013 D; 2040 014 C; 2040 015 D; 2040 016 B; 2040 017 D; 2040 018 B; 2040 500; 2040 501; 2040 502; 2040 503; 2040 019; LPL66 XX-BET-XX-XX-DR-C-7000 P01; 2040 801-763-763-763-859; 2040 801-789-789-789-789; 2040 801-859-763-763-859; 2040 801-859-763-763-859 A; 2040 801-897-897 B; 2040 801-897-897 B; 2040 801-897-912; 2040 801-936-936 A; 2040 801-1141-1141; 2040-801-SG; 2040 801-920 A; 2040 801-936 A; 2040 801-980 A; 2040 801-1016 A; 2040 801-1134 A; 2040 801-1179 A; 2040 801-1242; 2040 801 1277 A; 2040 810-1170; 2040 810-1277.</p> <p>Reason: For the avoidance of doubt and having regard to the provisions of the planning permission.</p> <p>3. Prior to commencement of the development above slab level, a Materials Schedule setting out proposed facing materials for all dwellings shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, unless otherwise approved in writing, the Materials Schedule shall be implemented in full.</p>

Reason: For the avoidance of doubt and having regard to the provisions of the planning permission.

4. The development shall be carried out in accordance with the submitted Flood Risk Assessment and Drainage Management Strategy (Betts Hydro Ref: HYD644_DOCK.ROAD.NORTH_FRA&DMS, August 2023) and the following mitigation measures it details:

- Finished floor levels shall be set no lower than 8.18 metres AOD.

These mitigation measures shall be fully implemented prior to occupation of the first dwelling and subsequently in accordance with the scheme's timing/ phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: So that the proposal does not present a significant flood risk to the development or elsewhere and to comply with UDP Policies WAT1; WA1; WA2 and the NPPF.

5. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

6. No development shall commence until detailed plans and particulars of the sustainable drainage system, in the form of a 'Confirmed/Final' Sustainable Drainage Strategy, for the management and disposal of surface water from the site has been submitted to and approved in writing by the Local Planning Authority. This is to include details of how surface water will be managed during the construction phase and detailing mitigation measures to ensure no increase in flood risk to adjacent plots, highway or properties.

The drainage strategy shall comply with the Terms of Condition below and shall be developed in accordance with the discharge hierarchy. The sustainable surface water drainage strategy shall be in accordance with the following submitted documents:

- Preliminary Drainage Layout [21.07.22/ Drawing No BETXX00-DR001/ Rev P5/ Betts Hydro]
- North West SuDS Proforma [08/11/23/Betts Hydro]
- Flood Risk Assessment and Drainage Management Strategy [16.08.2023 / HYD644_DOCK.ROAD.NORTH_FRA&DMS/ Rev 4.1/ Betts Hydro]

Terms of Condition 6

Final/Confirmed Sustainable Drainage Strategy to comply with DEFRA's technical standards for sustainable drainage systems, and the SuDS Manual and include:

- Justification of final design, including evidence that the discharge hierarchy has been followed.
- Drawings to include:
 - Final layout of site with proposed ground and finished floor levels
 - Final Pre and post development flow paths
 - Final layout of sewers; outfalls; SuDS. Invert levels (to OS datum), manhole and pipe sizes; pipe gradients; emergency overflows and annotation that correlates to the hydraulic calculations
 - Plan showing ownership and maintenance responsibility for all SuDS components, including hard engineered and landscaped.
- Hydraulic modelling for final drainage strategy to include:
 - System performance for following return periods; 1, 30, 100, 100 plus appropriate climate change allowance
 - Demonstration of sufficient on-site storage for the 1 in 100 year (plus climate change) critical rainfall event, including with a surcharged outfall
 - Design criteria summary, Full network details table, pipe and manhole schedules, contributing area summary, control/storage structure details, results summary print outs
 - Volumetric runoff co-efficient (Cv) should be set to '1'
- Timetable including any phasing and demonstrating completed SuDS construction prior to occupation
- Construction Phase Surface Water Management Plan
- Evidence of appropriate permissions for surface water outfall from Environment Agency and third-party landowner as applicable
- Secure means of access for maintenance and easements, where applicable

Reason: To ensure a satisfactory drainage system is provided to serve the site in accordance with Paragraphs 173 & 175 of the National Planning Policy Framework, Planning Practice Guidance and Non-statutory technical standards for sustainable drainage systems.

7. The development hereby permitted by this planning permission, including all components of the sustainable drainage system, shall be carried out in accordance with the approved final Sustainable Drainage Strategy, including any phasing embodied within, and maintained in perpetuity in accordance with an agreed Operation and Maintenance Plan.

The approved drainage scheme shall be fully constructed prior to occupation. 'As built' drainage design/layout drawings and a final Operation and Maintenance Plan, confirming asset details and maintenance arrangements in accordance with the approved details, shall be submitted prior to occupation or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood Authority.

Reason: To ensure a satisfactory drainage system is provided to serve the site in accordance with Paragraphs 173 & 175 of the National Planning Policy Framework, Planning Practice Guidance and Non-statutory technical standards for sustainable drainage systems.

8. Excluding demolition works and site clearance, no development shall commence until a scheme of landscaping (including a Landscape Management Plan) in accordance with the recommendations set out in the approved Biodiversity Enhancement Measures (version 3) document and to include at least 4 new trees, has been submitted to and approved in writing by the local planning authority.

The development shall thereafter be carried out and completed in accordance with those approved details no later than the first planting season (October – March) following first occupation of the specific dwelling to which it relates or before occupation of the 1st dwelling, for all other areas of the development.

Any trees or plants that within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective shall be replaced with others of a species, size and number as originally approved in the first available planting season unless the Local Planning Authority gives its written consent to any variation. The approved landscaping should be managed for the lifetime of the development in accordance with said details.

Reason: In the interests of visual amenity and to comply with UDP Policies HS4 and GR5 and the NPPF.

9. Prior to their occupation, all properties identified as numbers 84 to 96 on approved plan Proposed Site Layout (Ref: 2040 010 Rev TT) shall be fitted with Mechanical Ventilation Heat Recovery (MVHR) and double glazing across the rear elevations. The (MVHR) system and double glazing shall be retained thereafter unless otherwise agreed with the local planning authority.

Reasons: In the interests of safeguarding the operations of adjoining businesses and the amenity of future residents and to comply with UDP Policies PO1, PO2 and PO4 and the NPPF

10. Except for site clearance and remediation works no development shall commence until a scheme for the design and construction of highway improvement works has been submitted to and approved in writing by the Council as Local Planning Authority. For avoidance of doubt, the works shall include:

- i. The formation of the site access junction including dropped kerbs and tactile paving to Dock Road North and the provision of accesses to the two sub-stations with dropped kerbs and tactile paving as necessary.
- ii Resurfacing of the footway of Dock Road North contiguous with/along the development site frontage to provide a continuous palette of material and the provision of parking bays to the Dock Road North carriageway in accordance with drawing reference no. 010. Rev TT Proposed Site Layout
- iii. The provision of a waiting restriction to the turning head at the Dock Road cul-de-sac and waiting restrictions to the New Road A carriageway.
- iv. The provision of an emergency access with collapsible bollards (or similar vehicle deterrent) and widened footway at the north end of New Road E.
- v. Replacement/upgrade of street lighting necessary as part of the detailed design.

vi. Drainage works necessary to facilitate the highway works.

The approved scheme shall subsequently be implemented prior to first occupation of the development hereby approved.

Reason: To ensure that the sufficient measures are taken such that the highway network can accommodate the development and that the traffic generated does not exacerbate unsatisfactory highway or transportation conditions.

11. No occupation of any of the approved dwellings shall take place until details of the proposed arrangements for future management and maintenance of the proposed roads within the development have been submitted to and approved in writing by the Council as Local Planning Authority. The roads shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980.

Reason: To ensure that roads serving the development are maintained to an acceptable standard in the interests of safety; to ensure a satisfactory appearance to the highway infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.

12. Except for demolition and site clearance works, no development shall commence until full engineering, drainage, street lighting and construction details of the roads proposed for adoption have been submitted to and approved in writing by the Council as Local Planning Authority. The development shall be constructed in accordance with the approved details unless otherwise agreed in writing by the Council as Local Planning Authority.

Reason: In the interests of highway safety; to ensure a satisfactory appearance to the highway infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway

13. Except for demolition and site clearance works, no development shall take place until the surface water drainage of the site has been designed to prevent the discharge of water on to the public highway. The drainage design shall be submitted to and approved in writing by the Council as Local Planning Authority.

Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.

14. The development shall not be brought into use until the areas indicated on the submitted plans to be set aside for parking and servicing have been surfaced, drained and permanently marked out or demarcated in accordance with the details and specifications shown in drawing number 2040 010 Rev TT Proposed Site Layout. The parking and servicing areas shall be retained as such thereafter.

Reason: To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance.

15. No works shall take place on the site at all until a method statement comprehensively detailing the phasing and logistics of demolition/construction has been submitted to and approved in writing by the Council as Local Planning Authority.

The method statement shall include, but not be limited to:

- Construction traffic routes, including provision for access to the site
- Entrance/exit from the site for visitors/contractors/deliveries
- Location of directional signage within the site
- Siting of temporary containers
- Parking for contractors, site operatives and visitors
- Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction
- Temporary roads/areas of hard standing
- Schedule for large vehicles delivering/exporting materials to and from site
- Storage of materials and large/heavy vehicles/machinery on site
- Measures to control noise and dust
- Details of street sweeping/street cleansing/wheelwash facilities
- Details for the recycling/disposing of waste resulting from demolition and construction works
- Hours of working
- Phasing of works including start/finish dates

The development shall be carried out in accordance with the approved plan, unless otherwise agreed in writing with the Council as Local Planning Authority.

Reason: To ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity and the general amenity of surrounding occupiers.

16. Prior to first occupation of Units 1 and 2 and/or use of the sub-station, the access adjacent to the northwest boundary onto Dock Road North (serving the sub-station and Units 1 and 2) shall be laid out in accordance with details to be approved under Condition 10 of this permission and retained in perpetuity thereafter

Reason: In the interests of highways safety and for the avoidance of doubt.

17. The development shall adhere to the provisions of the submitted Habitat Creation and Management Plan (Amenity Tree Care Ltd, Version 1, dated 30.07.2004) in full.

Reason: In the interests of visual amenity and biodiversity.

18. The submitted Construction and Environmental Management Plan (Lovell, Rev. B) shall be adhered to in full throughout the development process unless otherwise agreed by the local planning authority.

Reason: in the interests of biodiversity and to protect priority habitats during construction.

19. The development should be undertaken in accordance with all the recommendations set out in section 4 of the submitted Biodiversity Enhancement Measures document (Amenity Tree Care Ltd, Version 3, dated 12.07.2023).

Reason: In the interests of biodiversity.

20. Prior to the occupation of the first dwelling of the development hereby permitted, a lighting scheme that is designed to protect bats and other wildlife, and does not result in excessive light spill shall be submitted to the Local Planning Authority for approval in writing. The scheme will be designed with regards to the guidance provided by the Bat Conservation Trust website. The lighting scheme shall be implemented in accordance with the approved details prior to the occupation of any of the dwellings and shall be maintained as such for the lifetime of the development.

Reason: In the interests of the protection of bats and other wildlife and to comply with the provisions of UDP Policy NC7 and the NPPF.

21. The development shall be undertaken in full accordance with the measures set out in the submitted Small Mammal and Breeding Bird – Reasonable Avoidance Measures Statement (Amenity Tree Care Ltd letter, dated 06.08.2022).

Reason: In the interests of the protection of wildlife and to comply with the provisions of UDP Policy NC7 and the NPPF.

22. Prior to the occupation of each specific dwelling, a scheme for hedgehog highways shall be installed in close boarded fences on site with 13cm x 13cm gaps and shall be submitted for approval in writing to the Local Planning Authority. The hedgehog highways scheme shall be implemented in accordance with the approved details prior to the occupation of any of the relevant dwellings and shall be maintained as such for the lifetime of the development.

Reason: In the interests of the protection of species and to comply with the provisions of UDP Policy NC7 and the NPPF.

23. Prior to the commencement of the development hereby approved, a Construction Site Waste Management Plan (CSWMP) shall be submitted to, and approved by, the LPA in writing. Thereafter, unless otherwise approved in writing, the construction of the development shall be managed in accordance with the approved details. Unless otherwise approved in writing, the approved CSWMP shall be implemented in full.

Reason: For the management of construction waste arising from the development and the proposal to comply with JWLP policies WM8 and WM9 and the NPPF.

24. Prior to the commencement of development, the following reasonable avoidance measures should be put in place to ensure that there are no adverse effects on any hedgehogs, a priority species, on the site:

- A pre-commencement check for hedgehogs;
- All trenches and excavations should have a means of escape (e.g. a ramp);
- Any exposed open pipe systems should be capped to prevent hedgehog gaining access; and

- Appropriate storage of materials to ensure that hedgehogs do not use them.

Reason: To safeguard priority species present on-site.

25. No development shall take place until an assessment is carried out in accordance with authoritative Land Contamination Risk Management technical guidance has been submitted to and approved in writing by the Local Planning Authority.

If any contamination posing unacceptable risks is found, a report appraising remedial options and specifying the measures to be taken to remediate the site to render it suitable for the approved use shall be submitted to and approved in writing by the Local Planning Authority.

The site shall be remediated in accordance with the approved measures prior to first occupation and a verification report shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the site does not pose any further pollution risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete and to comply with UDP Policy P05 and the NPPF.

26. If, during development, any contamination posing unacceptable risks is found, which has not been previously identified, additional measures for the remediation of the land shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall incorporate the approved additional measures, and a verification report shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of unidentified contamination sources and impact controlled waters at the development site and to comply with and to comply with UDP policy P05 and the NPPF.

27. The recommended dust mitigation measures as outlined in the submitted Air Quality Assessment (Wardell Armstrong, Ref: GM12385, 001, V0.2) shall be employed during the construction and operation phase of the development. All of the relevant site-specific mitigation measures mentioned in the IAQM guidance on the assessment of dust from demolition and construction shall be employed.

Reason: to ensure that the development does not contribute to unacceptable levels of air quality in accordance with UDP Policy PO1 and the NPPF.

28. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed piling, does not harm groundwater resources in line with the National Planning Policy Framework and Position Statement J of the 'The Environment Agency's approach to groundwater protection'.

29. No drainage systems for the infiltration of surface water to the ground where there are known or suspected adverse concentrations of land contamination are permitted, other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with the National Planning Policy Framework.

30. Prior to any part of the development being occupied, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with the National Planning Policy Framework.

31. Prior to the occupation of the development, a scheme for cycle and bin storage shall be submitted to, and approved by, the Local Planning Authority. Thereafter the scheme shall be implemented prior to the occupation of any of the dwellings and retained as such thereafter.

Reason: In the interest of Highway safety and amenity and to comply with UDP Policy HS4 and the NPPF.

32. Prior to occupation, each dwelling of the development hereby permitted shall be provided a colour copy of the Wirral advisory leaflet http://www.meas.org.uk/media/11050/lcr_leaflet_wirral.pdf within the sales packs of the new dwellings.

Reason: In the interests of causing no adverse effect on the integrity of the internationally designated sites and to comply with the Habitats Regulations (2017) and the NPPF.

33. Prior to first occupation of the development hereby permitted full details of the proposed footpath link as detailed on the Proposed Site Layout (Ref: 2040 010 Rev TT) and its connection with the footpath serving Port Sunlight River Park shall be submitted to and approved by the local planning authority.

The approved scheme shall subsequently be implemented prior to first occupation of the development hereby approved.

Reason: In the interests of good design and permeability.

34. Prior to any above ground construction works of any dwelling hereby approved, full details of the proposed boundary and landscaping treatment to the southern boundary of the development

site shall be submitted to and agreed by the local planning authority and thereafter implemented prior to occupation.

Reason: In the interests of visual amenity and to not prejudice the future development of adjoining land.

35. Notwithstanding the details shown on the submitted plans, prior to the commencement of development (other than demolition and site clearance) full details of the proposed finished ground and floor levels of the hereby approved development and the existing ground levels shall be submitted to, and approved in writing by, the Local Planning Authority.

The development shall thereafter be constructed in complete accordance with the approved details.

Reason: In the interests of the satisfactory appearance of the development upon completion, the character and appearance of the site and surrounding environment and residential amenity, in accordance with the provisions of Wirral Unitary Development Plan Policy HS4

Biodiversity Net Gain – Biodiversity Gain Plan Not Required

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Wirral Metropolitan Borough Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are set out in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because the following statutory exemption or transitional arrangement is considered to apply:
The application for planning permission was made before 12 February 2024.

Informatives:

1. The development suggests as the current outfalls are in poor condition and may not be reusable, an outfall structure will be required as part of the development, a Flood Risk Activity Permit under Environmental Permitting Regulations 2016 will be required. Please reconsult the Environment Agency with further in-depth details including:

- A robust reasoning and justification for the design and layout of the outfall.
- In-depth method statements outlining method of work for the construction of the outfall.
- Timings of work.
- Materials used to create the outfall.

The Environment Agency has a preference for structures set back from the channel that utilise SUDs features wherever practicable. The outfall pipe shall be aligned to an angle of between 30°

and 60° to the direction of flow in the watercourse and be sited at a geomorphologically stable section of water course.

2. To ensure that the new residential development has appropriate digital connectivity the LCRCA would request that the developer provides appropriate ducting as part of the associated highway works (as promoted by the Dig Once approach). This would ensure that all digital infrastructure is laid out during construction rather than the highways and hard landscaping having to be dug up at a later date to accommodate new digital provision.

3. It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout.

4. A pre-site inspection is required prior to the development works commencing with the LA- any damage to the existing highway that occurs as a result of the development would require reinstatement, at the developer's expense, to the LA specifications and written approval. For further details contact Highways & Infrastructure, area manager via www.wirral.gov.uk

5. In order to fulfil the highway condition, it will be necessary to enter into a legal agreement with the Council to secure the works under the Highways Act and the New Roads and Streetworks Act. The agreements would include details of the works to be carried out including all necessary new carriageways, footways, street lighting, surface water drainage, traffic signs, TRO's, road markings, traffic calming, tactile pedestrian paved crossings, street furniture, Road Safety Audit and Road Safety Audit monitoring.

6. The recommendation of the LLFA to accept a sustainable surface water drainage proposal, is always predicated on the fact that maintenance of the surface water drainage system is secured in perpetuity to manage flood risk for the lifetime of the development.

7. Under the Environmental Permitting (England and Wales) Regulations 2010, proposals in this development may require an Environmental Permit for Flood Risk Activities from the Environment Agency.

A permit is required for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the watercourse, designated a 'main river'. Some activities are [excluded](#) or [exempt](#).

A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

Last Comments By:	08-09-2024
Expiry Date:	15-01-2025