

Committee: **PLANNING**

Date of Meeting: **02 June 2010**

Title of Report: **S/2010/0431**
Former Peerless site Dunnings Bridge Road,
Netherton
(Netherton & Orrell Ward)

Proposal: Construction of a single storey building with Use Classes B1(c), B2 and B8 involving associated car parking, service yard, new access from Heysham Road and landscaping

Applicant: Chancerygate (Aintree) Limited

Executive Summary

The application seeks full planning permission for the redevelopment of 1.42 hectares of the former Peerless Refinery site with a new building designed to provide flexible employment accommodation. The principal issues relate to design/landscaping, traffic generation, impacts on residential amenity and highway safety.

Recommendation(s) Approval

Justification

The scheme complies with the aims and objectives of the Sefton UDP and in the absence of any other overriding material planning considerations, the granting of planning permission is therefore justified.

Conditions

1. T-1 Full Planning Permission Time Limit
2. S-106 Standard S106
3. M-8 Employment Charter
4. Detailed elevations of all boundary treatment in respect of height and design of external fencing and gates shall be submitted to and approved in writing prior to the commencement of development. The agreed treatment shall be constructed prior to the building being first brought into use and thereafter retained.
5. Con-1 Site Characterisation
6. Con- 2 Submission of Remediation Strategy
7. Con-3 Implementation of Approved Remediation Strategy
8. Con-4 Verification Report
9. Con-5 Reporting of Unexpected Contamination
10. NC-5 Japanese knotweed scheme
11. NC-6 Japanese knotweed eradication

12. P-5 Plant and machinery
13. P-4 Soundproofing
14. H-9 Travel Plan required
15. M-6 Piling
16. S-2 Renewable Energy
17. L-4 Landscape Implementation
18. L-5 Landscape Management Plan
19. H-1 Remove existing vehicular/pedestrian access
20. H-2 New vehicular/pedestrian access
21. H-5 Off-site Highway Improvements
22. H-6 Vehicle parking and manoeuvring
23. H-7 Cycle parking
24. R1 Use Classes Limitation
25. No external lighting shall be installed to the rear or side of the building or above ridge height (other than that required in association with emergency exits) unless the Local Planning Authority gives its express consent.
26. X1 Compliance

Reasons

1. RT-1
2. RS-106
3. RM-8
4. RM-1
5. RCON-1
6. RCON-2
7. RCON-3
8. RCON-4
9. RCON-5
10. RNC-5
11. RNC-5
12. RP-5
13. RP-4
14. RH-9
15. RM-6
16. RS-2
17. RL-4
18. RL-5
19. RH-1
20. RH-2
21. RH-5
22. RH-6
23. RH-7
24. RR1
25. RA-2
26. RX1

Notes

1. The applicant is advised that the proposal will require the formal allocation of addresses. Contact the Highways Development Control Team on Tel: 0151 934 4175 to apply for a new street name/property number.
2. Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency may be required for any discharge of sewage or trade effluent into water, including groundwater via soakaways, and may be required for any discharge of surface water liable to contamination of such controlled waters or any discharge of sewage or trade effluent from buildings or fixed plant or into waters which are not controlled waters. Such consents must comply with the requirements of the Groundwater Regulations 1998 including prior investigation, technical precautions and requisite surveillance and may be withheld. (Controlled waters include rivers, streams, groundwater, reservoirs, estuaries and coastal waters).
3. The applicant is advised that all works to the adopted highway must be carried out by a Council approved contractor at the applicant's expense. Please contact the Highways Section on 0151 934 4175 or development.control@technical.sefton.gov.uk for further information.
4. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions...(Con-1 to Con-5) above have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing, until condition Con-5 has been complied with in relation to that contamination. Contaminated land planning conditions must be implemented and completed in the order shown on the decision notice above.
5. For advice with regard to Local Labour Agreements (condition M8) please contact Karen Towle, Employer Liaison Officer, Sefton@work, 268-288 Stanley Road, Bootle, L20 3ER. Tel 0151 934 2621.
6. The applicant is advised that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.
The applicant is advised that if the proposal results in trade effluent discharge to a public sewer, Trade Effluent Consent may be required and the applicant is required to discuss this with United Utilities on 0151 906 5234.

Drawing Numbers

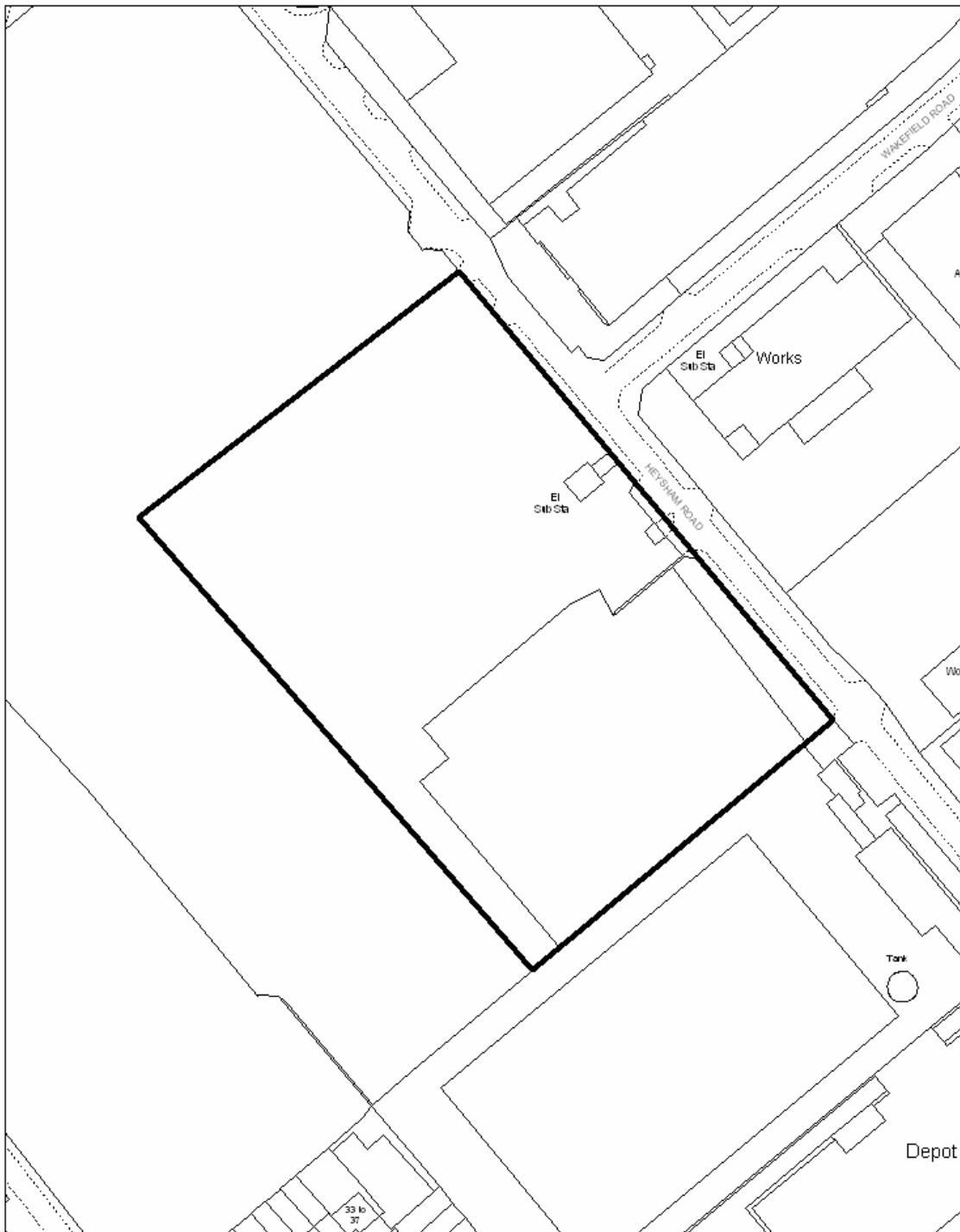
10776/TP/1, TP2 (ILLUSTRATIVE), TP3A, TP6, TP7, TP10, TP11, TP13, 010.858.001 Rev A, 11501393-D001 Rev A, supporting information received 6 April 2010.

Financial Implications

CAPITAL EXPENDITURE	2006/ 2007 £	2007/ 2008 £	2008/ 2009 £	2009/ 2010 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
REVENUE IMPLICATIONS				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

List of Background Papers relied upon in the preparation of this report

History referred to
Policy referred to



Sefton Council Planning & Economic Regeneration Department Andy Wallis - Director <small>Planning & Economic Regeneration is part of the Regeneration & Environmental Services Directorate</small>	S/2010/0431 Former Peerless site Dunnings Bridge Road Netherton		Standard Site Plan Scale: 1:1250 Date: 20/3/2010 Drawn By: BEERT on
	OSGR: 336315, 398789	Sheet(s): 112A	Area: 15015 sqm

The Site

S/2010/0431

The site is located in the south eastern corner of the larger Peerless Refinery site, on the southern side of the Dunnings Bridge Road. The overall site area of the former Peerless site extends to 6.9 hectares, with the application site itself occupying some 1.6 hectares of the total site area. The site originally comprised of a complex of industrial buildings that formed an edible oils refinery and disinfectant factory.

Following closure in the 1990s, the site was cleared and has remained vacant since. The application site has a frontage to Heysham Road, which links Dunnings Bridge Road to Ormskirk Road. There is a large industrial building immediately to the south, and beyond that and on the eastern side of Heysham Road is further industrial and warehousing development.

Proposal

Construction of a single storey building with Use Classes B1(c), B2 and B8 involving associated car parking, service yard, new access from Heysham Road and landscaping

History

The following applications are of most relevance:

S/2004/1399 – Outline application for the erection of a two-storey non food retail store (class A1) together with car parking, service yard and new vehicular access to Heysham Road including off site highway works and landscaping- withdrawn 6 December 2005.

S/2003/1309 – Erection of a two storey non-food retail store including cafe together with car parking service yard, landscaping and lighting; provision of a new access to Dunnings Bridge Road / Heysham Road and improvements to Dunnings Bridge Road – withdrawn 6 December 2005.

S/1999/0620 – Outline application for the erection of a Class A1 DIY warehouse, garden centre and bulk store, Classes B1, B2 & B8 commercial development together with associated parking and ancillary facilities - withdrawn October 2000.

Consultations

Highways Development Control comment as follows:

Analysis demonstrated that the junction can accommodate the additional traffic, which is likely to be generated by this development without any significant effect on the highway network.

Access

The amended Site Layout (Dwg No. 10776/TP/3 rev. A) is now acceptable and satisfactorily addresses the points raised in my formal comments.

Adequate cycle parking provision is shown;
The width of the access is now acceptable (6.1m);
A satisfactory route for pedestrians within the site has been identified; and
Appropriate signage is shown to advise drivers exiting the site to turn left to avoid the low bridge.

There are existing redundant vehicular accesses, along the Heysham Road site frontage, which will need to be reinstated as footway between the site boundary and the edge of the carriageway.

Vehicular access to the remainder of the Former Peerless site will be safeguarded through the identification of a 'wedge' of land towards at the northern most corner of the site. This will be set-aside so that that a right turn lane and associated 'ghost' markings can be introduced. However, it should however be noted that this junction layout will only be implemented if and when the remainder of the site comes forward for development.

Since this site has its own dedicated vehicular access onto Heysham Road it can be built and occupied independently of the remainder of the site being developed.

Parking

This application is for a single unit of 7,430sq.m GFA to be used as B1(c), B2 and B8.

The Supplementary Planning Document "Ensuring Choice of Travel" specifies maximum car parking standards which for B1(c), B2 & B8 uses are 1 space per 35sq.m, 1 space per 45sq.m and 1 space per 100 sq.m respectively. Applying these standards would result in a maximum provision of 206, 165 and 74 spaces respectively, plus between 4 and 10 spaces for disabled persons.

The applicant proposes a level of parking which is less than the maximum allowable parking provision for B1(c) & B2 uses, but more than that for B8 uses. The site plans accompanying this application shows an acceptable car park layout with a total of 100 spaces (including 4 spaces for disabled persons and 53 which are also designed to accommodate vans) which is appropriate.

The level of cycle parking which should be provided is specified in the Supplementary Planning Document "Ensuring Choice of Travel". There should be a minimum of one secure staff space per 500sq.m for this type of development. Applying these standards would result in a minimum provision of 15 spaces.

The site plan shows six cycle stands located beneath the canopy. If they are 'Sheffield' stands they will be suitable for accommodating up to twelve bikes, which is slightly less than that required by the minimum standard, but acceptable.

Servicing

There is adequate space within the service yard to enable both articulated and rigid delivery/servicing vehicles, to enter and leave the site in a forward gear.

Accessibility

The nearest bus stops are on Dunnings Bridge Road and are just less than 400 metres away. Aintree Rail Station is 1.25 km away. An assessment of the level of accessibility of the site has been undertaken and a modest package of improvements identified. They consist of:-

1. Improvement of the existing footway on the south-west side of Heysham Road (between Dunnings Bridge Road and Ormskirk Road). Works will include the closure of redundant accesses and reinstatement of the footway together with the provision of flush kerbs and tactile paving at all existing vehicular accesses and junctions.
2. The introduction of a scheme to promote and safeguard part of the Strategic Cycle Network within Sefton. Works will include the provision of traffic signs and carriageway markings along Heysham Road (between Dunnings Bridge Road and Ormskirk Road).
3. Upgrade 2 no. existing bus stops on Dunnings Bridge Road with access kerbs, enhanced carriageway markings and shelters, including, where necessary, the construction of new footway areas.

Notwithstanding these improvements, there are separate proposals to introduce uncontrolled pedestrian facilities at the traffic signal controlled junction of Dunnings Bridge Road/Heysham Road/Leisure Park access, which will greatly assist pedestrians crossing at the junction.

Travel Plan

A Travel Plan First Draft has been submitted with the application, however, given that the eventual occupiers of the development are unknown it is difficult to develop the travel plan to a point where it would be acceptable. In view of this, a condition will be attached in order to secure a satisfactory Travel Plan shortly after the development has been occupied.

Conditions are required in respect of all of these issues.

Environmental Protection Director – no objection in principle subject to the following:

- In the event of B2 use a scheme of sound insulation to minimise noise breakout to be submitted for prior approval.
- Scheme of noise control in the event of any plant/equipment being provided.
- Condition required to cover piling.
- Full suite of contaminated land conditions required and investigation required to

ascertain potential presence of Japanese Knotweed.

Comments on issues relating to Air Quality awaited.

Environment Agency – further discussion relating to discharge rates ongoing.

Highways Agency – comments awaited.

MEAS – comments awaited.

Police Architectural Liaison Officer – no objection, recommends weld mesh fencing to the boundaries and maintenance of landscaping to prevent climbing aid, and measures to ensure that access locked at night even if work taking place on 24 hour basis.

United Utilities – no objection subject to side being drained on separate system.

Merseytravel – comments awaited.

SP Energy – no observations.

Neighbour Representations

Last date for replies: 4 May 2010.

Press notice and site notice expiry 14 May 2010.

Letters received from 16, 30 and 32 Sandiways Avenue, on the following grounds:

- Concern over flooding as site is not level and any heightening of land or additional clay base would cause further flooding.
- Raising of site levels could cause loss of privacy and reduce security.
- Concern that noise from car/lorry movements could cause disturbance late at night.
- Lighting would cause disturbance to residential properties.
- Complaints made over actions of applicants in respect of tree felling and previous boundary disputes; would like tree planting to rear of their properties before development commences on this site.

Policy

The application site is situated in an area allocated as a Strategic Employment Site on the Council's Adopted Unitary Development Plan.

AD1	Location of Development
AD2	Ensuring Choice of Travel
AD3	Transport Assessments

AD4	Green Travel Plans
CS3	Development Principles
DQ1	Design
DQ2	Renewable Energy in Development
DQ3	Trees and Development
DQ4	Public Greenspace and Development
DQ5	Sustainable Drainage Systems
EDT1	Strategic Employment Locations
EDT3	Strategic Employment Sites in the Dunning's Bridge Corridor
EP2	Pollution
EP3	Development of Contaminated Land
EP6	Noise and Vibration
EP7	Light Nuisance
EP8	Flood Risk
T1	Transport Network Priorities
UP1	Development in Urban Priority Areas

Comments

The proposal is for a single building with vehicular access will be taken from Heysham Road, with van and car parking provided at the northern end of the plot and a service yard at the southern end.

The building will provide 7,430 sqm of flexible light industrial (B1(c)), General Industrial (B2) and storage and distribution (B8) floorspace. The end users are not yet known.

Planning Policy Framework

Policies at national and regional level emphasise the need for local authorities to support good quality development, which is sustainable and consistent with planning policy. There is also support for schemes which assist with achieving regeneration objectives whilst making efficient and effective use of land, particularly previously developed land.

There is also an aim to strengthen the regional economy whilst securing investment in buildings and infrastructure, secure high quality development and encourage sustainable development that minimises its impact on the environment.

Sefton UDP Policy EDT3 confirms that at Strategic Employment Sites planning permission will be granted for industrial developments falling within Use Classes B1 and B2 that comply with the following criteria:

- the proposal is for large scale development of the whole site or substantial part of it;
- if a partial development, it would not make it difficult to achieve an appropriate form of development on the remaining area; and
- the development is for a use that has high employment floorspace.

Should permission be sought for non B1/B2 development, the policy requires that applicants demonstrate that this would have a major benefit for the regeneration of the area. In deciding whether proposals will have a beneficial effect in terms of regeneration, the Council will consider whether the development will deliver visual and environmental enhancements to the Dunnings Bridge Road Corridor and create high quality skilled employment opportunities.

In addition, applicants will also be required to demonstrate that the alternative uses cannot be accommodated on any more appropriate sites.

The development of the Strategic Employment Sites is crucial to the achievement of the Council's regeneration strategy. Strategic Employment Sites to be developed on a comprehensive basis and in particular, a high quality of development will be required fronting the Dunnings Bridge Road.

Specific advice is also given in relation to the relationship between new development on the Peerless Refinery site and the residential areas to the south and west of it. In particular, it is necessary to ensure a suitable buffer between new development and the adjacent houses.

Policy DQ1 requires development to respond positively to its surroundings, or in areas of lesser quality to enhance its surroundings. Site layout, design and access must be of a high quality ensuring safe and easy access, protection of local amenities, safety and security and the creation of attractive outdoor areas that follow sustainable development principles. Buildings and other structures should be designed to make a positive contribution to their surroundings.

DQ2 identifies a requirement for all major non-residential development proposals to incorporate renewable energy production equipment to provide at least 10% of their predicted energy usage from renewable sources.

An objective of Policy DQ3 is to ensure that existing trees worthy of retention are protected and secure the planting of new trees in association with major development schemes. In relation to major industrial schemes, the policy requires that trees are provided at a ratio of 1 tree per parking space or 1 tree per 50 sqm of new floorspace (whichever is the greatest).

Policy DQ4 also allows the Council to seek the provision of public green space from major industrial schemes or secure a financial contribution in lieu of on site provision. Importantly, the text that accompanies both policies indicates that where the application of the requirements for the provision of trees or green space would make it difficult to achieve regeneration, then the Council may take a flexible approach towards the requirements of Policy's DQ3 and DQ4.

Policy DQ5 requires, where ground conditions permit and where it would not give rise to significant land or water pollution, sustainable urban drainage systems to be incorporated into residential, commercial, industrial or leisure schemes.

Policies EP3, EP7 and EP8 seek to protect users of a site and/or neighbouring land users from land contamination, light nuisance and flooding respectively. The policies require that developers demonstrate that their schemes will not pose an environmental risk through the submission of appropriate technical reports.

In July 2004, Sefton Council adopted a development brief for the whole of the Peerless Refinery site. The purpose of the brief was to set the context for the determination of the planning applications that the Council anticipated would be forthcoming for the redevelopment of the site. The development brief describes the site and its context in both physical and socioeconomic terms.

Of most relevance to the determination of this application are the development parameters contained in section 5 of the brief. In terms of land use reference is made to policy EDT3 of the then emerging UDP (now adopted), the development parameters highlight the need for redevelopment proposals to:

- achieve good quality building of a modern design;
- bring about environmental improvements and enhance the public realm;
- manage and mitigate on site contamination;
- provide appropriate access to the site;
- improve accessibility to the site by non-car modes;
- protect residential amenity; and
- create new jobs for the local population.

Principle of Development

The Director considers that the proposal will make a significant contribution towards meeting the objectives for economic regeneration in the southern part of the Borough, by bringing part of a disused Strategic Employment Site back into constructive use.

The scheme delivers a modern employment unit that is expected to help to 'kick start' the regeneration of the wider Peerless Refinery site. It will make efficient use of previously developed employment land, offer a range of accessible by modes of transport other than the car, and being close to existing residential areas, which would provide the opportunity for residents to work in close proximity to where they live.

Whilst Policy EDT3 clearly expresses a preference for the comprehensive redevelopment of the Refinery Site, it does not prevent redevelopment in phases provided that this approach would not prejudice complete redevelopment eventually. Equally more clarification is being sought in respect of the specific mix of B1, B2 and B8 usage and a condition will be required in this respect once this information has been received.

The applicant has provided an illustrative masterplan showing how access to the wider site can be achieved via Heysham Road on the northern side of the proposed development and that the size and positioning of future development plots within the remainder of the site will not be constrained by the proposals that are the subject of

this application.

The proposal is acceptable in principle and is considered to accord with the requirements of Policy EDT3 of the Sefton UDP.

Site Context, Layout, Design, External Appearance and Landscaping

The site is located within an established industrial and commercial location. The area surrounding the site is therefore characterised by employment related development, comprising of the application site and the established industrial areas formed around Heysham Road, Wakefield Road and Leckworh Road. Given that this is the case, the application proposals are consistent with the established character of the area.

There are residential dwellings to the west side of the site, which are partly divorced from the application site by the remaining undeveloped area of the former Peerless site. The dwellings at Lunt Avenue are some 70 metres away and those at Sandways Avenue are 190 metres distant.

The proposed building will be set to the rear of the site, with its main façade, landscaped areas, car and van parking areas and service yard facing Heysham Road. In due course, access to the wider Chancerygate Business Centre site will be via a dedicated estate spine road that will be formed adjacent to the northern boundary of the application site.

Only the northern and eastern boundaries of the site will be publically visible. Provision has therefore been made for generous landscaping strips along these sides of the site. Set behind the landscaping will be 2.5 metre high security fencing that incorporates a sliding gate across the site entrance (which will remain open during working hours).

Trees will also be planted within the proposed van/parking area and around the edge of the proposed service yard.

Parking provision will be made for 41 cars and 59 vans. Cycle and disabled parking facilities will be located adjacent to the main entrance to the unit. The service yard will serve 2 loading bays and have space to accommodate refuse skips, recycling facilities and a sprinkler tank if required.

The applicants have agreed to safeguard a portion of the land for future improvements to the access to the wider Chancerygate Business Centre site, which could be resolved via the widening of the estate road. Land has been reserved for this purpose in the north eastern corner of the site but this does not compromise the implementation of landscaping.

The building has been designed, in response to detailed discussions with the Council's officers, such that it responds positively to both Heysham Road and the adjacent estate road. This has been achieved through the inclusion of nearly full height glazed feature panels in both elevations and at the northern corner of the

building.

Cladding around the northern corner of the building has also been extended above the eaves/gutter level to create a significant feature in the street scene. The building will be set on top of a 2.4 metre tall masonry plinth wall. Masonry is a material that is used widely in the locality and its use will also enhance building security. Elsewhere, composite cladding panels will be used in contrasting colours.

The result will be an attractive and durable building.

Substantially improved landscaping will be planted around the northern and eastern boundaries of the site and this will comprise a mixture of trees and native shrubs. Landscaping in these areas will deliver significant environmental improvements, particularly along the Heysham Road. Native species will be used throughout the development and the landscaping scheme will result in a net gain of trees.

It is considered that the application proposals will deliver a building of high quality that is appropriately located within a well landscaped plot. By doing so, the visual amenities of Heysham Road will undoubtedly be substantially enhanced and as a consequence it can be concluded that the requirements of the Council's Design Brief for the site and Policies CS3 and DQ1 of the UDP have been complied with.

Trees and Greenspace

The overall tree/greenspace requirements are as follows:

A total of 149 trees are required by the development and 84 are shown on the landscaping plan meaning a shortfall of 65.

The Section 106 figures have altered in line with the 2010/11 financial year and now break down as follows:

Greenspace: £26,017.50

Trees: 65 not provided x £460.40 = £29,926.00.

Total requirement: £55,943.50.

The applicant has agreed to these sums and the Section 106 is being progressed at present. A condition is attached requiring that the applicant enters into a Section 106 but this may be removed if the document is capable of being signed following a resolution to grant planning permission and prior to it being issued.

Residential Amenity

It is not considered that the application proposals will affect the amenities enjoyed by local residents. The site is located some 70 metres away from the nearest residential properties, which are located to the west of the application site. In addition to the distance between the application site and the nearest homes, the proposed layout of the site will prevent any nuisance to neighbours as the proposed building will act as a barrier to any noise and light generated through the use of the

parking areas and service yard.

The neighbouring building, located to the south of the application site, will also act as a noise barrier as will development on the remainder of the refinery site when it comes forward. The construction of the rear wall of unit 1 is such that it will prevent noise break out when the building is operational and a condition is attached to secure this in the event of the operation being a B2 use.

It is considered that the combination of factors relating to the distance between the site and neighbouring properties, and the positioning of the building and the vehicular movements associated with the scheme not requiring the use of residential roads, are such that there will be no impact on residential amenity.

Residents have raised concerns relating to flood risk the implications of which are detailed elsewhere in the report. I cannot require the applicant to plant trees to the rear of residential properties at Sandiways Lane, however, future proposals for redevelopment will require a minimum 10% buffer. Residents report the poor condition of the site at present but again this is not a matter for the current application and if anything implementation will serve as a catalyst for works to the remainder.

Traffic, Transport and Green Travel Plan

A robust assessment to the appraisal of the traffic and travel implications of the application proposals have been adopted by MBC, meaning that traffic generation has been assessed on the basis of Unit 1 being used wholly for B1(c) purposes (ie the worst case scenario) and account has been taken of nearby committed sites, including Atlantic Park.

The Transportation Assessment confirms that the proposed simple priority junction to gain access to the application site meets relevant highways design standards and also that provision of land for a ghosted right turn lane on the Heysham Road frontage will ensure that the proposals for Unit 1 will not prejudice access to the wider Chancerygate Business Centre development in the future.

Taking account of the sites very good accessibility by modes of travel other than the car and the fact that even on a worst case basis the application proposals would not have a material impact in terms of traffic generation and impact on nearby junctions and that the scheme will enable the delivery of the remainder of the Peerless and Lunt site by enabling the ghosted right turn junction to the site.

The Transportation Assessment and Green Travel Plan confirm that the application site is well located in relation to surrounding residential areas, that pedestrian/cycle access between these residential areas and the site is excellent and that there are very good options for accessing the site by modes of transport other than the car.

The Green Travel Plan that accompanies the application establishes a strategy for achieving a reduction in the number of movements to and from Unit 1 by private car. This involves interviewing staff having sought local labour and ongoing review of

measures. A condition is attached requiring the final version once the end user(s) is/are known and for ongoing implementation and review.

Contamination

The wider Peerless Refinery Site was used as an edible oils refinery and disinfectant factory for a number of decades. It is well acknowledged that there is a legacy of contamination at the site and in recognition of this WSP has been instructed to prepare a remediation strategy for the application site.

Remediation for the remainder of the Peerless Refinery site is not however the subject of this application and will be dealt with via subsequent planning applications.

Sustainability and Energy Conservation

WSP has also undertaken a renewable energy assessment energy in order to determine how 10% of the energy estimated to be used by Unit 1 will be delivered by renewable sources.

The applicant has agreed to pursue solar photovoltaics and much work has been done in designing the building, appraisals of available renewable energy supply technologies has shown that solar photovoltaic panels would be an effective source of renewable energy and be capable of meeting the 10% requirement, saving some 90,000 kilograms of CO2 per annum.

Drainage and Flood Risk

The site is not identified as being located in an area at risk from flooding. However, as it has an area in excess of 1 hectare a Flood Risk Assessment has been submitted in accordance with the requirements of PPS25: Development and Flood Risk. Discussion is ongoing with regard to the implications of this for neighbouring property and the recommendation is caveated on there being no objection from the Environment Agency in terms of what is proposed.

Air Quality

An air quality assessment has been carried out by WSP, in light of evidence of existing air quality in the vicinity of the application site and the findings of the Transportation Statement prepared by MBC Traffic in relation to traffic generation. The assessment makes an appraisal of the potential impacts of the application proposals on local air quality during the construction and operation phases of the development.

Contact Officer: **Mrs S Tyldesley Telephone 0151 934 3569**

Case Officer: **Steve Faulkner Telephone 0151 934 3081**