

Public Document Pack



Development Control Committee

Monday, 8 May 2017 6.30 p.m.
Civic Suite, Town Hall, Runcorn

A handwritten signature in blue ink, appearing to read 'David W R', positioned above a rectangular stamp area.

Chief Executive

COMMITTEE MEMBERSHIP

Councillor Paul Nolan (Chair)
Councillor Keith Morley (Vice-Chair)
Councillor John Bradshaw
Councillor Arthur Cole
Councillor Robert Gilligan
Councillor Ron Hignett
Councillor Carol Plumpton Walsh
Councillor June Roberts
Councillor Dave Thompson
Councillor Bill Woolfall
Councillor Geoff Zygodllo

*Please contact Ann Jones on 0151 511 8276 Ext. 16 8276 or
ann.jones@halton.gov.uk for further information.
The next meeting of the Committee is on Monday, 5 June 2017*

**ITEMS TO BE DEALT WITH
IN THE PRESENCE OF THE PRESS AND PUBLIC**

Part I

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2. DECLARATIONS OF INTEREST	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary Interests, to leave the meeting prior to discussion and voting on the item.	
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In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

DEVELOPMENT CONTROL COMMITTEE

At a meeting of the Development Control Committee on Monday, 10 April 2017 at The Board Room - Municipal Building, Widnes

Present: Councillors Nolan (Chair), Morley (Vice-Chair), J. Bradshaw, Cole, Gilligan, R. Hignett, C. Plumpton Walsh, June Roberts, Thompson and Woolfall

Apologies for Absence: Councillor Zygadllo

Absence declared on Council business: None

Officers present: A. Jones, J. Tully, T. Gibbs, A. Plant, G. Henry and P. Peak

Also in attendance: 5 Members of the public

**ITEMS DEALT WITH
UNDER DUTIES
EXERCISABLE BY THE COMMITTEE**

Action

DEV42 MINUTES

The Minutes of the meeting held on 6 February 2017, having been circulated, were taken as read and signed as a correct record.

DEV43 PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE

The Committee considered the following applications for planning permission and, in accordance with its powers and duties, made the decisions described below.

Councillor Morley entered the room part way through the Officer's presentation of the following item. The Council's Legal representative reminded the Committee that Councillor Morley would be unable to participate in the debate or vote on the item.

DEV44 - 16/00475/FUL - PROPOSED ERECTION OF RETAIL FOODSTORE (USE CLASS A1), VEHICULAR PARKING, SERVICING AREAS, ACCESS ROADS, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE ON PART OF SITE OF FORMER ETERNIT UK LTD, DERBY ROAD, WIDNES

The consultation procedure undertaken was outlined in the report together with background information in respect of the site.

The Committee was notified that an email had been received from the adjoining developer querying whether existing contractual obligations restricted the ability to construct the principle access to Derby Road as currently proposed given the conflict with their approved scheme. Officers advised that this would be dealt with in consultation with the Highways Department to secure the most appropriate design and requested that, once it was resolved, authority be delegated to the Operational Director – Policy, Planning and Transportation, to determine the application.

Members were advised that Officers had met with the drainage engineer for the scheme and additional supporting information was provided with respect to the ability to adequately drain the scheme. It was noted that any potential for flooding could be contained within the site, and any outstanding details could be addressed by condition.

Members were advised that with regards to the outstanding query regarding the potential for car and HGV headlights to shine into the windows of surrounding existing and proposed houses, it was acknowledged that scope existed for planting to the embankments for the majority of the site which could be used to minimise potential nuisance. It was noted that whilst planting on site could not be used to screen lights from vehicles exiting the service yard, it was reported that the adjoining residential developer was aware of the potential issue and stated that landscaping could be used within their site to minimise potential light nuisance. The applicant had also stated they would be willing to implement a management plan requiring drivers to dim lights when manoeuvring within the service yard.

Other minor amendments were noted since the publication of the agenda pack; relating to a reduction in the number of parking spaces to 159; the metal railing to the site frontage with Derby Road; the addition of a retaining wall and other highway alterations.

Members were also advised that further conditions were recommended relating to agreement of a management plan for the agreed drainage attenuation hydrocarbon capture, a service management plan, submission and agreement of external lighting and the height of timber fence to the eastern boundary.

The Committee was addressed by Keith Jones, a representative of the applicant. He stated that every effort had been made to achieve the best possible shopping facility in the area which was of a high quality and would

make use of what was a derelict site. They also made a contribution to highway improvements and added that the scheme would bring approximately 30-50 jobs to the local economy.

Following Members queries regarding delivery hours and the potential for noise during these times, it was noted that a noise impact assessment had been carried out and agreed by the Council's Environmental Health Officer, which determined that there would be no significant noise nuisance to residents. Members were also advised that no discussions had taken place with the applicant over parking schemes being operated in the car park.

Members agreed that the application be approved subject to the conditions below and allowing delegated authority with regards to the final access design.

RESOLVED: That the application be delegated to the Operational Director – Policy, Planning and Transportation, in consultation with the Chair or Vice Chair of the Committee to approve the application subject to the following:

- a) A legal or other appropriate agreement relating to financial contributions towards off site highway improvements.
- b) Conditions relating to the following:
 1. Specifying amended/approved plans;
 2. Conditions relating to ground investigation and mitigation (PR14);
 3. Environment Agency conditions relating to submission and agreement of remediation verification report (PR14);
 4. Environment Agency condition relating to restriction on piling or other penetrative foundation design without prior written consent (PR15);
 5. Requiring submission and agreement of detailed foundation design (PR14);
 6. Materials condition, requiring development be carried out as approved (BE2);
 7. Hard landscaping condition, requiring development be carried out as approved (BE2);
 8. Requiring submission and agreement of detailed soft landscaping scheme (BE2);
 9. Boundary treatment requiring development be carried out as approved (BE2);
 10. Cycle parking condition, requiring development be carried out as approved (TP6);

11. Restricting store delivery and waste collection times to 0500 – 2300 hours on any day (PR2);
 12. Restricting store opening hours to 0800 – 2200 hours Monday to Saturday and 0900 – 1800 on Sunday;
 13. Requiring submission and agreement of detailed surface and foul drainage (BE1/PR16);
 14. Condition requiring submission and agreement of a detailed Construction Management Plan including routing of construction and delivery vehicles and wheel cleansing facilities (BE1);
 15. Construction and delivery hours to be adhered to throughout the course of the development (BE1);
 16. Vehicle access, parking servicing etc to be constructed prior to occupation of properties / commencement of use (BE1);
 17. Finished floor and site level condition requiring development be carried out as approved (BE1);
 18. Submission and agreement of site specific risk assessments/detailed method statement for any / all areas of excavation that will penetrate the capping layer (PR14);
 19. Requiring development be carried out in accordance with the approved PRA and mitigation measures (PR16);
 20. Requiring submission and agreement of retaining wall details (BE1);
 21. Requiring submission and agreement of a service/delivery management plan (PR4);
 22. Requiring submission and agreement of a management plan for the agreed drainage/hydrocarbon capture scheme (PR16);
 23. Requiring submission and agreement of external lighting (PR4); and
 24. Requiring submission and agreement of height of close boarded timber fence approved to eastern boundary (BE2).
- c) That if the Section 106 Agreement or alternative arrangement is not executed within a reasonable period of time, authority be delegated to the Operational Director – Policy, Planning and Transportation, in consultation with the Chair or Vice Chair of the Committee to refuse the application; and
- d) Finalisation of the access layout arrangements.

DEV45 - 17/00094/FUL - PROPOSED DEMOLITION OF EXISTING TALLOW FARM, AIR LOCK, ELECTRICAL AND MOTOR STORES AND REPLACEMENT WITH A NEW RAW MATERIALS RECEPTION BUILDING AT SECANIM, DESOTO ROAD, WIDNES

The consultation procedure undertaken was outlined in the report together with background information in respect of the site.

Since the publication of the agenda pack it was reported that the Council's retained advisers had confirmed that they were satisfied that the ecology and waste issues which remained outstanding, could be addressed by planning conditions. It was also noted that additional conditions were recommended relating to submission of a site waste management plan and energy performance and sustainable design, in accordance with waste policy WM10 and CS19.

The Committee agreed that the application be approved subject to the conditions listed below and the addition of the conditions discussed above.

RESOLVED: That the application be approved subject to the following conditions:

1. Specify approved plans;
2. Materials condition, requiring the submission and approval of the materials to be used (BE2);
3. Construction Management Plan including wheel cleansing facilities to be submitted and approved in writing (BE1);
4. Construction and delivery hours to be adhered to throughout the course of the development (BE1);
5. Vehicle access, parking, servicing etc to be constructed prior to commencement of use (BE1);
6. Requiring finished floor and site levels be carried out as approved (BE1);
7. Site investigation, including mitigation to be submitted and approved in writing (PR14);
8. Restriction of external lighting (PR4);
9. Securing provision of high speed access doors and interlocked raw materials hopper lids (PR3);
10. Requiring submission and agreement of noise mitigation measures to be employed during construction / demolition activities (GE18);
11. Requiring submission and agreement of a site wide waste management plan (WM8); and
12. Requiring submission and agreement of a scheme for

high environmental performance and sustainable design for the proposed building (WM10).

Meeting ended at 6.55 p.m.

REPORT TO: Development Control Committee

DATE: 8 May 2017

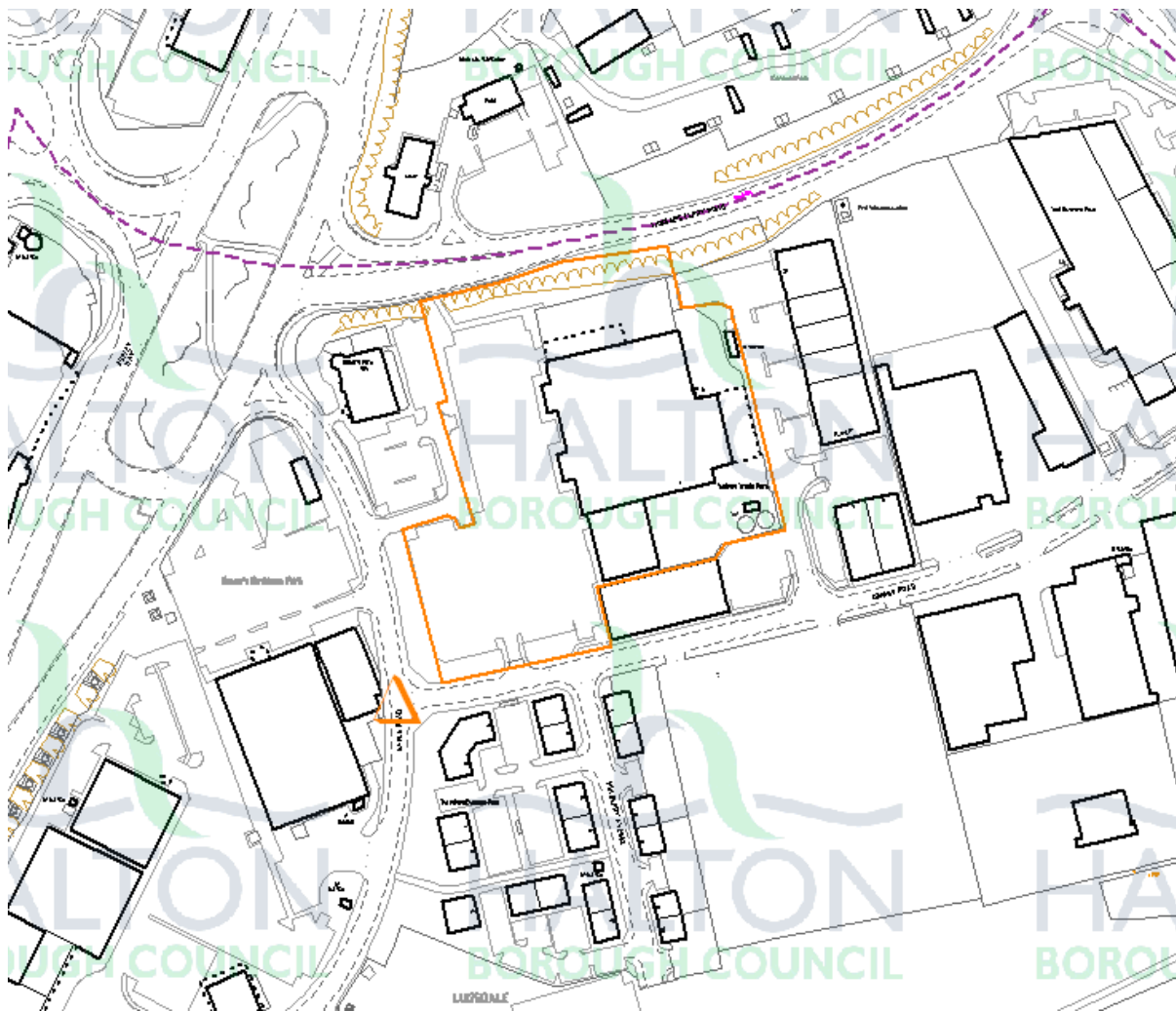
REPORTING OFFICER: Strategic Director - Community and Resources

SUBJECT: Planning Applications to be Determined by the Committee

WARD(S): Boroughwide

Application No	Proposal	Location
17/00122/FUL	Proposed subdivision of former B&Q unit to provide 5 no. units with use classes A1 (retail) and D2 (Assembly and Leisure), access, car parking, servicing and landscaping.	Former B&Q, Dennis Road, Widnes

APPLICATION NO:	17/00122/FUL
LOCATION:	Former B&Q, Dennis Road, Widnes.
PROPOSAL:	Proposed subdivision of former B&Q unit to provide 5 no. units with use classes A1 (retail) and D2 (Assembly and Leisure), access, car parking, servicing and landscaping.
WARD:	Riverside
PARISH:	None
AGENT(S) / APPLICANT(S):	Vistra Trust Corporation (UK) Limited as Trustee of the Property Income Trust for Charities.
DEVELOPMENT PLAN ALLOCATION:	Action Area 3 Widnes Waterfront (Halton Unitary Development Plan Proposals Map)
National Planning Policy Framework (2012) Halton Unitary Development Plan (2005) Halton Core Strategy (2013) Joint Merseyside and Halton Waste Local Plan (2013)	Key Area of Change : South Widnes (Halton Core Strategy)
DEPARTURE	Yes
REPRESENTATIONS:	One representation has been received from the publicity given to the application.
KEY ISSUES:	Principle of Retail Development, Principle of a Leisure Use, Location within Widnes Waterfront Action Area, Location within the South Widnes Key Area of Change, Highway Considerations, Ground Contamination.
RECOMMENDATION:	Grant planning permission subject to conditions.
SITE MAP	



1. APPLICATION SITE

1.1 The Site

The site subject of the application is bounded by Fiddlers Ferry Road (A562) to the north, Widnes Trade Park to the east, Dennis Road and a commercial unit occupied by the Jellybeans Play Centre to the south and a Toby Carvery restaurant to the west.

The site lies to the east of Widnes town centre separated by Ashley Way A557. The site is located in a commercial area which includes a trade park occupied by trade counter operators such as Screwfix and Euro Car Parts and an office development. A leisure development including a cinema, bowling alley and restaurants lies a short distance to the south-west and additional retail units occupied by Pets at Home and B&M Bargains lies to the west.

The unit located on the application site was formally occupied by a B&Q retail unit including an external garden centre area, parking, access and landscaping.

2. THE APPLICATION

2.1 The Proposal

This planning application seeks permission for the proposed subdivision of former B&Q unit to provide 5no. units with Use Classes A1 (Retail) and D2 (Assembly and Leisure), access, car parking, servicing and landscaping.

The existing retail unit would be subdivided into 4no. units with the fifth unit provided by the redevelopment of the garden centre element of the site.

The gross floorspace would reduce slightly from 6,876sq. m to 6,819sq. m as a result of creating elevations which were not part of the original garden centre.

The applicant has set out maximum floorspace for each retail and leisure type as set out below:

- A1 Bulky Goods Retail – Maximum Floorspace – 6,819sq. m gross.
- A1 Convenience Goods Retail – Maximum Floorspace – 1,838sq. m sales.
- A1 Comparison Goods Retail – Maximum Floorspace – 5,455sq. m sales.
- D2 Leisure – Maximum Floorspace – 6,819sq. m gross.

The applicant is seeking a flexible permission to allow the site to be occupied for the purposes of retail (Use Class A1), leisure (Use Class D2) or a combination of both uses and alterations to shop frontages.

2.2 Documentation

The planning application is supported by a Design and Access Statement, Planning and Retail Statement, Transport Statement & Phase I Environmental Assessment.

3. POLICY CONTEXT

3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in March 2012 to set out the Government's planning policies for England and how these should be applied.

Paragraph 196 states that the planning system is plan led. Applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise, as per the requirements of legislation, but that the NPPF is a material consideration in planning decisions. Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

3.2 Halton Unitary Development Plan (UDP) (2005)

The site is partly designated as a Greenspace in the Halton Unitary Development Plan. The following policies within the adopted Unitary Development Plan are considered to be of particular relevance;

- RG3 Action Area 3 – Widnes Waterfront;
- BE1 General Requirements for Development;
- BE2 Quality of Design;
- BE3 Environmental Priority Areas;
- PR14 Contaminated Land;
- PR16 Development and Flood Risk;
- TP1 Public Transport Provision as Part of New Development;
- TP6 Cycle Provision as Part of New Development;
- TP7 Pedestrian Provision as Part of New Development;
- TP12 Car Parking;
- TP14 Transport Assessments;
- TP15 Accessibility to New Development;
- TC1 Retail & Leisure Allocations;
- TC6 Out of Centre Retail Development.

3.3 Halton Core Strategy (2013)

The following policies, contained within the Core Strategy are of particular relevance:

- CS2 Presumption in Favour of Sustainable Development;
- CS5 A Network of Centres;
- CS9 South Widnes;
- CS15 Sustainable Transport;
- CS18 High Quality Design;
- CS23 Managing Pollution and Risk.

3.4 Joint Merseyside and Halton Waste Local Plan (2013)

The following policies, contained within the Joint Merseyside and Halton Waste Local Plan are of relevance:

- WM8 Waste Prevention and Resource Management;
- WM9 Sustainable Waste Management Design and Layout for New Development.

4. CONSULTATIONS

4.1 Highways and Transportation Development Control

Highway Responses as follows:

Layout/Highway Safety

- *(Including compliance with standards / guidance) appropriate linkages, emergency access, appropriate road width, swept path/turning, sight lines, servicing/circulation requirements etc) The proposed development utilises existing access and egress points for pedestrian and vehicular movements and the external layout of the site remains largely unchanged.*
- *Currently there are 316 parking spaces serving the single 6876 sq.m unit*
- *The developer has revised plans following dialogue with the Planner and Highway Officer to improve the frontage to the units and its relationship with the adjacent parking areas.*
- *Vehicle tracking of the rear service yard illustrates that all units are serviceable but it is apparent that care will be needed in the management of the area to ensure it is kept clear and deliveries are co-ordinated to remove potential conflicts.*

Parking

- *The overall parking provision for the proposed is considered to be at a suitable for the proposed mixed use.*
- *Following dialogue the plans have been revised to include a suitable number of disabled and accessible spaces are provided with links to the adjacent pedestrian areas fronting the units.*
- *Adequate space is set aside for customer cycle parking although we would note that the current provision is of poor quality and unattractive to potential users.*
- *Although in the original transport statement no provision for electric vehicle charging would be made it is noted that through subsequent dialogue with the applicant and their consultants there is an agreement to install first fix (ducting etc.) to facilitate potential future Electric Vehicle charging requirements.*

Fra/drainage

- *Site/ development will be drained as existing.*

Levels/Highway sections/retaining walls.

- *Levels will remain as existing*

Access by sustainable modes

- *The site is well served by walking and cycling and is close to bus routes with stops on Dennis Road and within the adjacent Hive development.*

Construction Phase Considerations

- *A comprehensive Construction Phase Management Plan should be submitted as part of the application. The CPMP should include (but not be limited to) construction traffic routes, delivery arrangements, contractors parking, siting of material stores and site accommodation, traffic management, street cleansing and hours of working.*

Transport Assessment/Traffic Impact

- *The submitted worse case Transport Statement has been reviewed and following revision is considered robust with acceptable trip generation/ allocation and base counts.*
- *The existing access will continue operate within capacity as a major/ minor simple junction.*
- *It is noted that the proposed use could generate additional trips in the region of 44 two way trips in the peak hour, however an argument is made within the Transport Statement that the proposal would actually result in a reduction of demand when linked trips are applied resulting in 70 fewer trips generated than the previous use.*
- *Notwithstanding the above the worst case demonstrated with a potential increase of 44 two way trips satisfies the Highway Authority that no severe impact will be made on the surrounding network.*
- *It should be noted that the site always benefits from an access/ egress providing users with a choice of routes to connect with the wider network to avoid the Earle Road/ Gyrary junction at peak hours.*

Conditions required:

- *Submission of detailed construction phase management plan – pre commencement*
- *Submission of details for cycle parking – pre commencement*
- *Offsite highway works – Crossing point to Earle Road should be constructed prior to development being brought into use under suitable agreements.*
- *Details of electric vehicle charge points (first fix) should be submitted for approval prior to occupation.*

Other offsite works/S278

- *A S278 agreement would be required to provide the new pedestrian crossing point to Earle Road. This work would consist of dropped kerbs, tactile paving and footway reconstruction.*

4.2 Environmental Health – Contaminated Land

Contaminated Land response as follows:

The application is supported by a land contamination assessment;

- *Phase 1 environmental assessment, ref 14-0298.01, May 2014, Delta Simons Ltd.*

This desk top study summarises the site history and presents a conceptual site model for the current site configuration. In essence it reports that whilst there has been a range of contaminative historical land uses, it has been appropriate investigated, assessed and remediated during the last major redevelopment of the site (the construction of the B&Q building) in 2007. However, the report was compiled as part of a due diligence exercise for potential investment, rather than to support the current application. And, as such, there is no reference to how the proposed development may or may not have a bearing on the previous remedial scheme. Of particular interest is whether there is a possibility of;

- 1. breaching the cover system applied to the landscaped areas or creating new landscaped areas that would require the same level of cover system;*
- 2. installation of new utilities and/or drainage that would require both appropriate isolation from the contaminated made ground beneath the site and may generate contaminated arisings, and;*
- 3. breaching the gas protection measures installed as part of the construction of the existing building (it is important to understand what effects the proposed sub-division may have on the membrane and venting layer).*

Ideally this information should be provided in advance, although I think it would be reasonable to require it prior to commencement by way of condition. The wording of the conditions should require the submission of a remediation strategy that either documents how the above issues will be taken into account, either by demonstrating that the development proposals will not have an impact of the pre-existing remedial scheme or how the proposed scheme will be integrated.

5. REPRESENTATIONS

5.1 The application has been advertised by a press advert in the Widnes & Runcorn Weekly News on 16/03/2017, site notice posted on Dennis Road on 21/03/2017 and 23 neighbour notification letters sent on 09/03/2017.

5.2 One representation has been received from the publicity given to the application. No objection to the proposed development is raised, however they would like to know what shops would be moving into these units.

5.3 Unfortunately, no details are available. The purpose of the application is to obtain a more flexible planning permission to make it more attractive to the market in an endeavour to bring it back into use.

6. ASSESSMENT

PRINCIPLE OF LAND USES PROPOSED

6.1 Principle of Retail Development (Use Class A1)

Retail Development is defined by the NPPF as being a main town centre use. The site subject of the application is not within an existing centre (Town Centre, District Centre or Local Centre).

Policy CS5 of the Halton Core Strategy Local Plan is relevant to the determination of this application. The policy relates to a network of centres and the supporting text outlines the importance to define and protect the retail hierarchy to ensure new development is secured and focused in appropriate locations to enhance and strengthen the Borough's retail offer for the benefit of all. Both national and local planning policy set out the requirement for sequential and impact assessments for out of centre retail developments. Based on the amount of development sought in this case both a sequential and impact assessment is required in this case.

The supporting documentation indicates that the purpose of the application is to obtain a flexible permission to allow the site to be occupied for the purposes of retail (Use Class A1), leisure (Use Class D2) or a combination of both uses and alterations to shop frontages. This is in response to the site being vacant following the closure of the B&Q store and attempts to maximise interest in the unit.

Whilst the unit may have been used for retail purposes falling within Use Class A1, the existing permission (application 05/00912/FUL) is subject to a restriction by planning condition which states that the building should only be used for the sale of building and DIY supplies and garden centre goods, together with ancillary sales only of carpets and floor coverings, furniture and furnishings and electrical products.

A leisure use (Use Class D2) has also been sought. The suitability of Use Class D2 will be considered in section 6.2.

Policy TC6 of the Halton Unitary Development Plan is relevant given the sites out of centre location. It is noted that Policy TC6 has a requirement for applicant's to demonstrate need, however, this is now inconsistent with the NPPF and no significant weight should be given to the policy's requirement in that respect.

The application has been supported by a Planning and Retail Statement which appraises the proposed development against current retail policies set

out in NPPF and the development plan, including a sequential test and retail impact assessment.

Sequential Test

The sequential test considers a number of sites within and around Widnes Town Centre including, Widnes Shopping Park (Phase 2), Armitt, and the site of the former courts/police building. Each site is assessed and discounted for various reasons. Officers are satisfied that this assessment is comprehensive and that no sequentially preferable sites are currently available to accommodate the level of development proposed. As such the sequential test as required by policy CS5 is passed.

Impact Test

The applicant considers the potential impact of the proposal on Widnes Town Centre, and other centres for two of the three alternative scenarios envisaged for the site; (1) mixed convenience/comparison goods scheme and (2) comparison goods scheme. The third, leisure based, scenario is not assessed for retail impact.

The impact assessment follows a fairly standard methodology and is dependent upon a number of assumptions, including;

- the former B&Q store had a turnover £5.4m (i.e. traded at 40% below company average)
- the former B&Q store drew 100% of its turnover from Widnes (retail study zone 1)
- the Scenario 1 (mixed goods) proposal will turnover £22.83m (£10.38m convenience goods / £12.83m comparison goods)
- the Scenario 2 (comparison goods) proposal will turnover £25.77m.
- 50% of the comparison goods expenditure attracted to the development will be diverted from Widnes Town Centre.
- 45% of comparison expenditure attracted to the development will be 'clawback' of Widnes expenditure currently leaking to other areas.
- 75% of the convenience expenditure attracted to the development will be diverted from Widnes Town Centre stores.
- 25% of convenience expenditure attracted to the development will be 'clawback' of Widnes expenditure currently leaking to other areas.
- 5% of convenience and comparison goods expenditure attracted to the development will be 'inflow' from outside Widnes.

Using these assumptions, the applicant concludes that Scenario 1 (mixed goods) will have a 4.1% impact in Widnes (all goods), with a 5.6% impact on Widnes Town Centre's convenience goods trade (ranging from 0% impact on M&S up to 25% impact on Iceland) and a 2.9% impact on Widnes Town Centre comparison trade. For Scenario 2 (comparison goods) the applicant concludes the proposal will have a 8.4% impact on Widnes Town Centre's comparison trade.

The application is for the redevelopment of (reuse and minor extension to) the former B&Q store. The proposal undoubtedly has the potential to fill a qualitative gap in Widnes's retail offer as the town does not have a conventional retail warehouse park since the closure and redevelopment of Ashley Way Retail Park. The Halton UDP designated the former P&O site off Page Lane for redevelopment for a retail warehouse park, but this site has recently been developed for a housing / office development following the failure of the land owner to secure sufficient retail interest. As such, the application site represents the most sequentially preferable location currently available to address this qualitative deficiency. The draft Halton Retail Study 2016 shows significant expenditure leaking from Widnes to retail parks in surrounding towns, totalling some £32,7m (£15.5m 'bulky' goods and £17,2m non-bulky convenience goods).

The applicant is seeking a flexible permission to allow the site to be marketed to the widest range of possible future tenants making it difficult to assess the potential impact with any degree of certainty as different retailers trade at different levels (£/SqM). Given the lack of existing retail warehouse operators in Widnes, there is the possibility that the end users of this proposal will largely complement rather than compete with town centre traders and will 'clawback' Widnes expenditure currently leaking to retail parks elsewhere as assumed by the applicant. Against this, the P&O site was unsuccessful in attracting sufficient traders (even with similarly relaxed goods categories) to make that scheme viable suggesting the current proposal may primarily attract 'value' operators that will compete directly with the town centre offer.

Looking in detail at the Planning and Retail Statement and the assumptions used, officers consider that there are a number of potential issues.

The applicant believes that the former B&Q store likely traded at £5.4m. This is 40% below company average with 100% of its trade being drawn from within Widnes. The 40% threshold is an often used benchmark in retail impact assessments, with the assumption being that a store will continue to trade so long as it is within 40% of company average (£/SqM). The Halton Retail Study Household Survey identified a significantly lower turnover for the B&Q store (£0.59m), but officers fully accept this is an obvious under estimate, probably due to the problems of picking up individual free-standing stores in a telephone household survey. The survey did however identify that B&Q derived only 78% of its turnover from the Widnes zone, with 19% being drawn from the Runcorn zone and 3% from West Warrington, suggesting only £4.2m (£5.4m x 78%) should be discounted as 'existing trade' from Widnes.

This suggests a 3.4% impact on Widnes Town Centre comparison goods for scenario 1 and 8.9% scenario 2.

The applicant has assumed 5% of its trade will be inflow (expenditure from outside Widnes) with 45% being 'clawback' of Widnes expenditure currently leaking to centres elsewhere for comparison goods and 25% for convenience goods. The Halton Retail Study identifies inflow to Widnes zone of 17% convenience, 27% comparison goods and 30% bulky goods, of which 14%, 17% and 22% respectively are drawn from the Runcorn zone and 7%, 8% and 6% from West Warrington. The applicant has stated in correspondence that "Given the retail assessment has applied a worst case scenario approach which shows impacts which are unlikely to result in significant adverse impact on Widnes town centre it is considered unnecessary to provide a revised assessment."

Given the uncertainties outlined above concerning the potential end-users, officers have applied a sensitivity test utilising the inflow proportions identified in the Halton Retail Study and assuming zero clawback. This indicates impacts on Widnes Town Centre of up to 6.7% convenience and 5.0% comparison goods for scenario 1 and up to 13.0% for comparison goods for scenario 2.

It is concluded therefore, the potential impact of the proposed development is unlikely to cause significant harm to Widnes Town Centre and the proposal (dependent upon end user) does have potential to reduce expenditure leakage from Widnes to other centres.

Future Capacity

The emerging Halton Retail Study assessed the 'need' for additional retail floorspace across Halton, based on demographic and expenditure assumptions using static market shares. This identifies that there is capacity for 2,013 SqM of comparison/bulky goods floorspace in Widnes by 2019, rising to 2,759 SqM in 2024 and 4,370 SqM by 2029. These capacity figures are below the 5,445 SqM (Net) of the proposed development, however the retail study assumes static market shares, whilst there is significant potential to 'claw back' expenditure leakage.

Officers are not aware of any current Town Centre development proposals that will be deterred or delayed by the implementation of this reconfiguration and reuse of the former B&Q store, and as such, this second part of the impact test is passed.

Based on the above, locating the proposed flexible retail use at the application site would not impact on the town centre vitality and viability nor impact on investment within the catchment area of the proposal nor is there a sequentially preferable site for the development. It is therefore considered to be compliant with Policy CS5 of the Halton Core Strategy Local Plan, Policy TC6 of the Halton Unitary Development Plan and the NPPF.

6.2 Principle of a Leisure Development (Use Class D2)

Leisure Development is defined by the NPPF as being a main town centre use and the observations made above in relation to retail development in section 6.1 above are equally applicable to a leisure development at the application site.

It should be noted that the application site is located within the Widnes Waterfront Action Area as designated in the Proposals Map which forms part of the Halton Unitary Development Plan. Policy RG3 of the Halton Unitary Development Plan relates to the Widnes Waterfront Action Area and states that Leisure uses (D2) where they comply with Policy TC1 (2) will be acceptable in this location. The relevant criteria in Policy TC1 (2) is where it can be demonstrated that there is a need for the development and where the use is within reasonable walking distance of Widnes Primary Shopping Area.

The requirement for an applicant to demonstrate need is now inconsistent with the NPPF and no significant weight should be given to the policy's requirement in that respect. In terms of the site being within reasonable walking distance of the Widnes Primary Shopping Area, there is an existing pedestrian access from the application site to Fiddlers Ferry Road which links into the pedestrian network across Watkinson Way to the Widnes Primary Shopping Area. This site is located on part of the Widnes Waterfront Action Area closest to Widnes Primary Shopping Area and it is considered to be in reasonable walking distance.

The site is also located within the South Widnes Key Area of Change as set out in the Halton Core Strategy Local Plan which includes the Widnes Waterfront area in which the application site is located. This policy notes that a mix of uses including a combination of employment, retail, leisure and residential development will be achieved across South Widnes over the Core Strategy period which includes complementary leisure uses in Widnes Waterfront. This would proposal if it were to include leisure development would be in accordance with this policy and complement other leisure facilities (play centre, gym, ten-pin bowling, ice skating rink etc.) which already exist in the Widnes Waterfront area.

Based on the above, locating the proposed leisure use at the application site would not impact on the town centre vitality and viability nor impact on investment within the catchment area of the proposal nor is there a sequentially preferable site for the development. It is therefore considered to be compliant with Policies CS5 and CS9 of the Halton Core Strategy Local Plan, Policy TC1 of the Halton Unitary Development Plan and the NPPF.

6.3 Access

Detailed Highway Observations can be found at section 4.1 of the report. Paragraph 32 of the NPPF states that "all developments that generate significant amounts of movement should be supported by a Transport

Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The proposed development utilises existing access and egress points for pedestrian and vehicular movements and the external layout of the site remains largely unchanged.

The overall parking provision is considered to be suitable for the proposed mixed use.

The application is accompanied by a Transport Statement. The submitted worse case has been reviewed and is considered robust with acceptable trip generation/ allocation and base counts.

It is noted that the proposed use could generate additional trips in the region of 44 two way trips in the peak hour, however an argument is made within the Transport Statement that the proposal would actually result in a reduction of demand when linked trips are applied resulting in 70 fewer trips generated than the previous use.

After reviewing the proposed access to the development and the level of parking and servicing provision, the Highway Officer considers that the scheme is acceptable and would not result in a severe impact on the existing highway network. It is therefore considered that the proposal is compliant with Paragraph 32 of the NPPF, Policies BE1, TP1, TP6, TP7, TP12, TP14, TP15 & TP16 of the Halton Unitary Development Plan and Policy CS15 of the Halton Core Strategy Local Plan.

6.4 Layout

The proposed site layout would largely remain unaltered as the application predominantly relates to the use of the existing building. The proposal would involve the redevelopment of the garden centre element of the site to make this area fully enclosed whilst occupying the same footprint.

In order to make the servicing for the 5no. units work, a small extension is proposed to the unit labelled no.5 to allow an accessible loading door at the rear.

Alterations to the front of the building are proposed to suit it being occupied by 5no. operators which include the removal of canopies over the entrance and exit to the former B&Q store. This has allowed for the creation of accessible parking spaces adjacent to the proposed units.

Links for both pedestrians and cyclists through the site would be maintained to link the various adjacent land uses and Widnes Town Centre.

The layout proposed is considered to be logical and the relationship between buildings is considered to be acceptable in accordance with Policy BE1 of the Halton Unitary Development Plan.

6.5 Appearance

As set out in section 6.4, the proposed uses and subdivision of the building involve alterations to the external appearance of the building to create separate entrance points and add both variety and interest to the appearance of this large building. Indications on the palette of materials to be used has been provided which appear acceptable in principle and it would be reasonable to attach a condition which secures the submission of precise external facing materials to be used and the implementation of the scheme in accordance with the submitted details.

In terms of external appearance, the proposal is considered to be compliant with Policies BE 1, BE 2 & BE16 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan.

6.6 Landscaping and Boundary Treatments

The existing hard and soft landscaping at the application site would remain predominantly unchanged as would the existing means of enclosure. This arrangement is considered to result in satisfactory appearance in compliance with Policy BE1 of the Halton Unitary Development Plan.

6.7 Ground Contamination

The application is accompanied by a Land Contamination Assessment.

There is no reference to how the proposed development may or may not have a bearing on the previous remedial scheme. The Contaminated Land Officer advises that it would be reasonable to require a pre commencement condition requiring the submission of a remediation strategy demonstrating that the development proposals will not have an impact of the pre-existing remedial scheme or how the proposed scheme will be integrated.

The suggested condition would ensure that the proposal is compliant with Policy PR14 of the Halton Unitary Development Plan.

6.8 Sustainable Development and Climate Change

Policy CS19 of the Halton Core Strategy Local Plan outlines some principles which will be used to guide future development.

NPPF paragraph 35 which states that to further enhance the opportunities for sustainable development any future developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

The applicant has indicated that they will undertake a first fix which would involve putting in the necessary ducting to serve a potential future Electric Vehicle Charging Point Scheme. No details have been provided, however, it is considered reasonable to attach a condition which secures the submission of a scheme and its subsequent implementation.

The proposal is compliant with Policy CS19 of the Halton Core Strategy Local Plan.

6.9 Waste Prevention/Management

The proposal involves demolition and construction activities and policy WM8 of the Joint Merseyside and Halton Waste Local Plan applies. This policy requires the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste. In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.

The proposal is compliant with Policy WM8 of the Joint Merseyside and Halton Waste Local Plan.

7. CONCLUSIONS

Both retail and leisure uses are defined by the NPPF as being main town centre uses. The site subject of the application is not within an existing centre (Town Centre, District Centre or Local Centre).

Based on the site's out of centre location, the applicant has satisfactorily demonstrated that the retail / leisure uses sought by this application would not impact on the Widnes town centre vitality and viability nor impact on investment within the catchment area of the proposal nor is there a sequentially preferable site for the development.

The subdivision of the building as proposed would result in some alterations to the external appearance of the building, redevelopment of the garden centre element as well as a small extension at the rear of the building to allow for servicing of the units. The overall package of external alterations

proposed would ensure satisfactory appearance and are considered to be acceptable.

The layout of the site would predominantly remain unaltered with one noticeable change being the removal of the entrance / exit canopies for the former B&Q store and the creation of more accessible parking spaces directly adjacent to the units.

The proposal would utilise the existing access and egress points for pedestrian and vehicular movements and the external layout of the site remains largely unchanged. The overall parking provision is considered to be suitable for the proposed mixed of uses and it is not considered that the proposal would have a severe impact on the surrounding highway network.

Based on all the above, the proposed development is considered to be acceptable.

8. RECOMMENDATIONS

Grant planning permission subject to conditions.

9. CONDITIONS

1. Time Limit – Full Permission;
2. Approved Plans;
3. Maximum Permitted Floorspace for each Retail and Leisure Use – (Policies CS5, CS9, TC1 & TC6);
4. External Facing Materials – (Policy BE1);
5. Construction Management Plan – (Policy BE1);
6. Electric Vehicle Charging Points First Fix – (Policy CS19);
7. Implementation of Parking and Servicing – (Policy BE1);
8. Cycle Parking – (Policy BE1);
9. Ground Contamination – Assessment, Remediation & Validation - (Policy PR14);
10. Waste Audit – (Policy WM8).

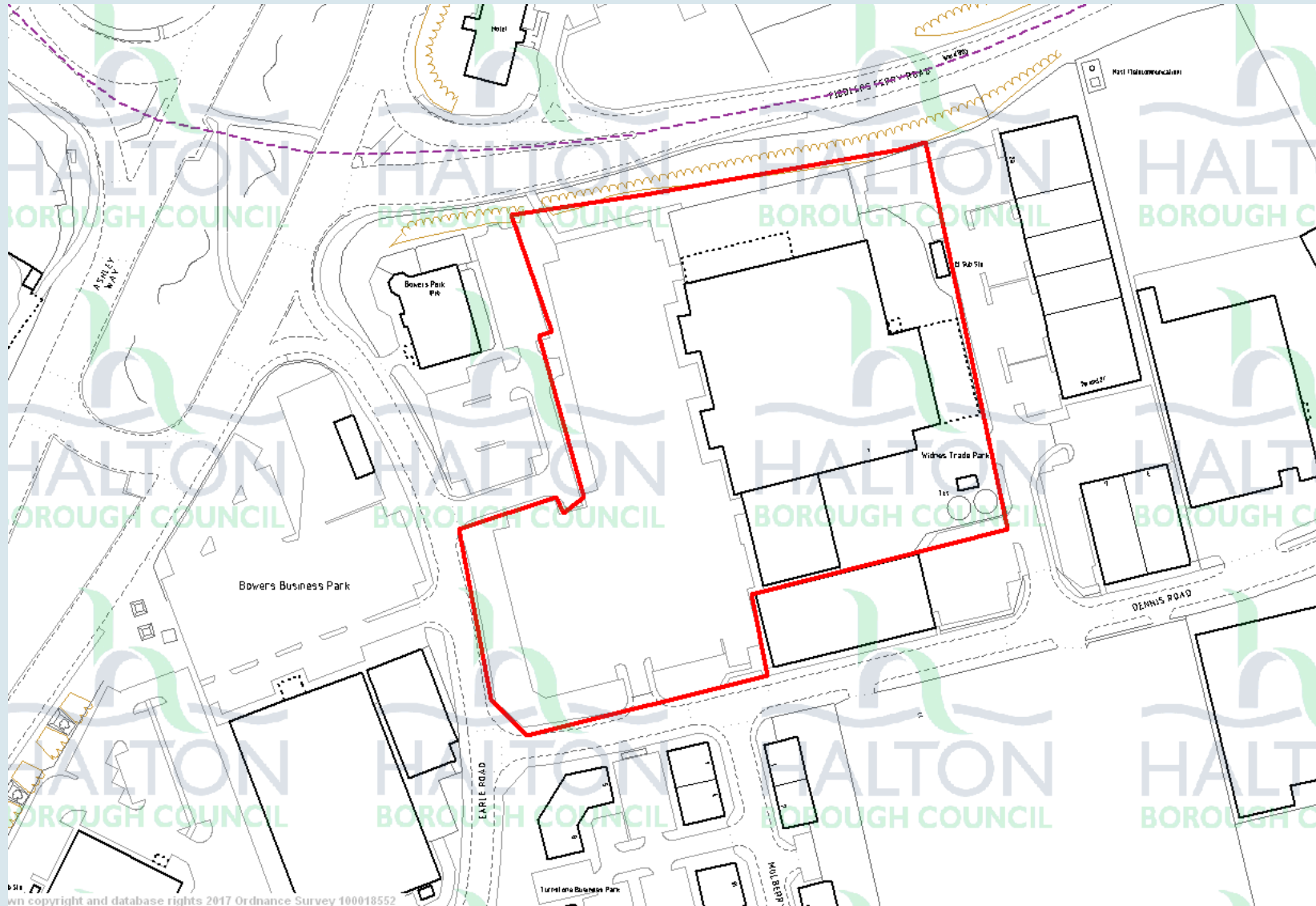
10. SUSTAINABILITY STATEMENT

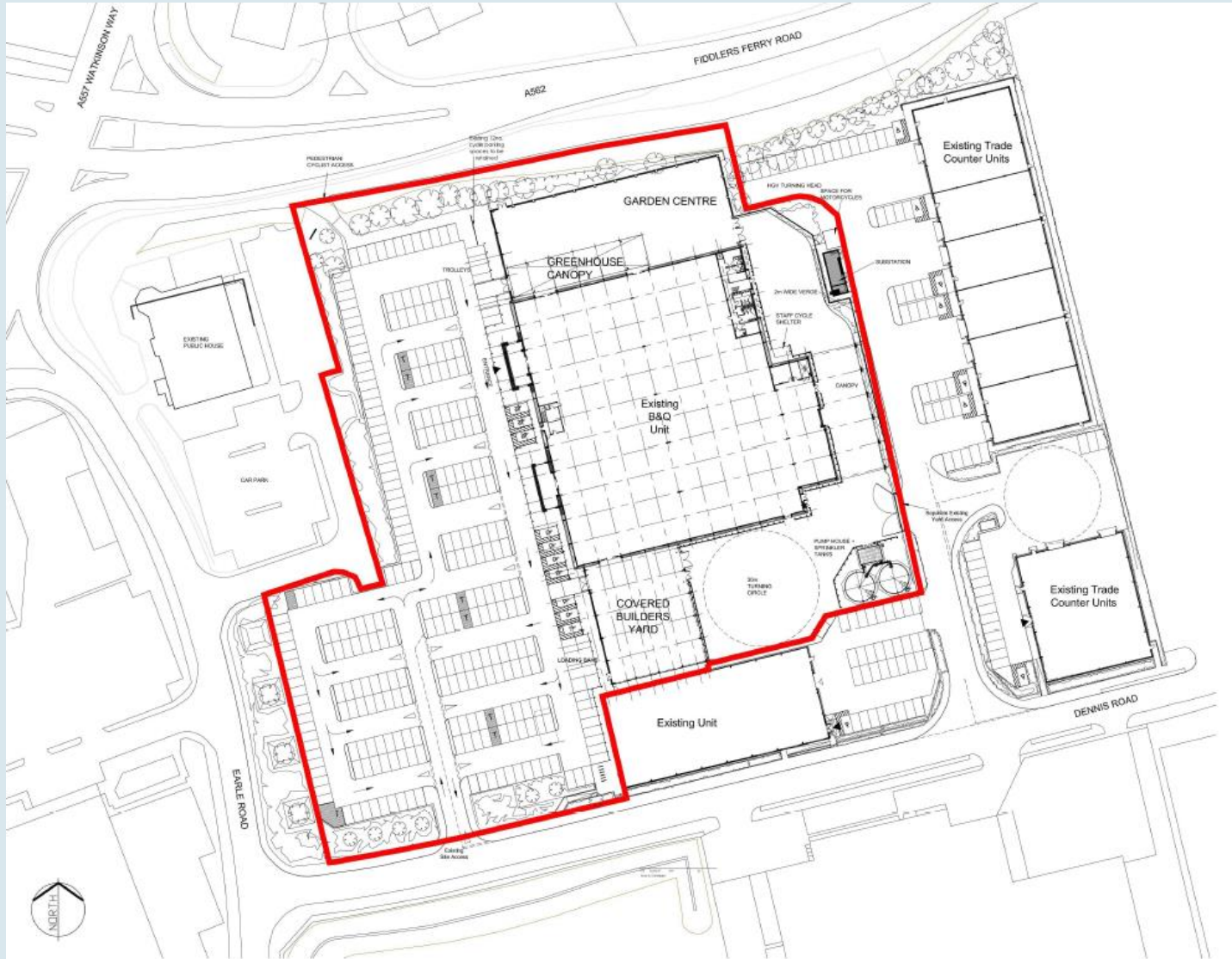
As required by:

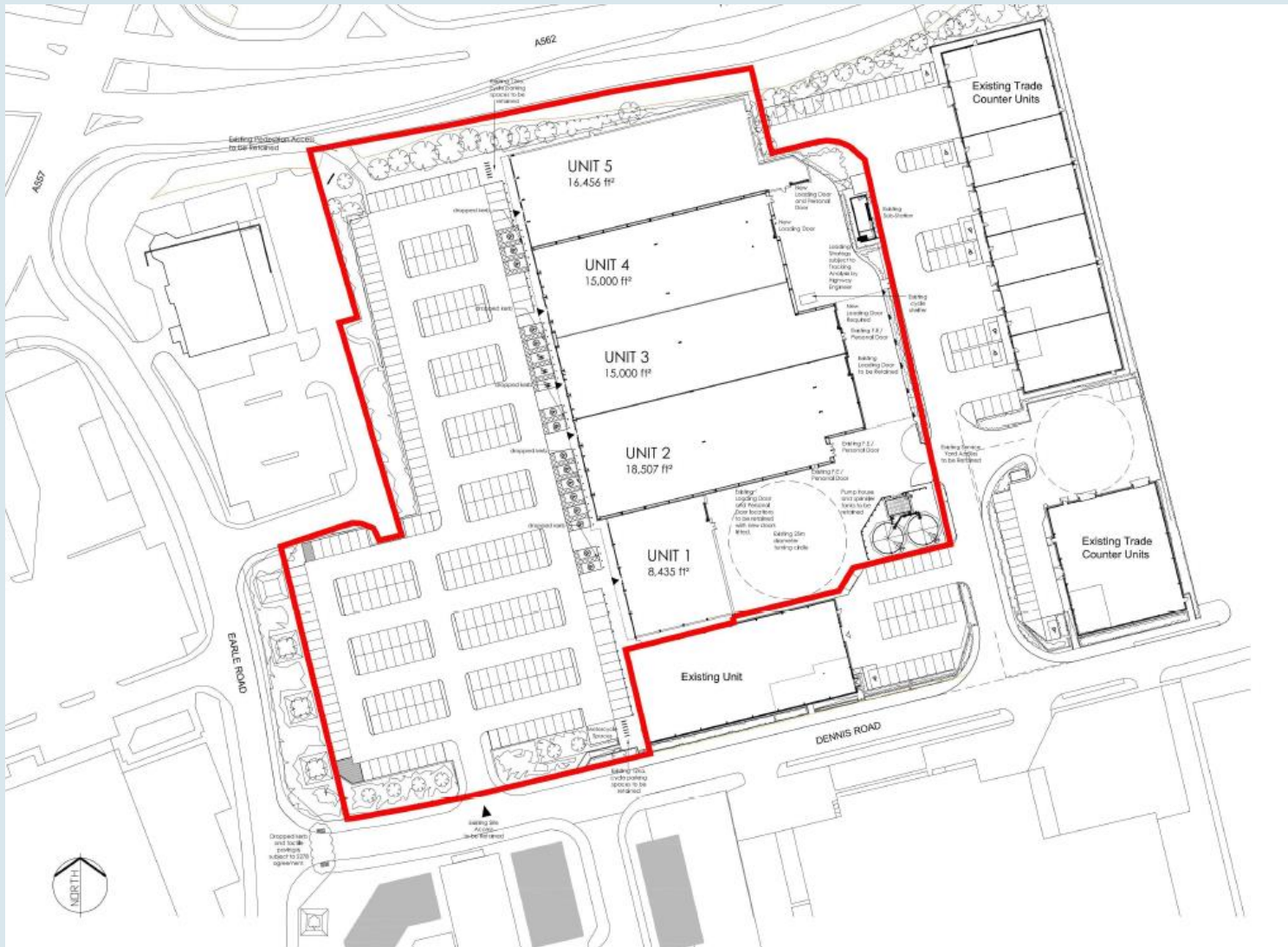
- Paragraph 186 – 187 of the National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and

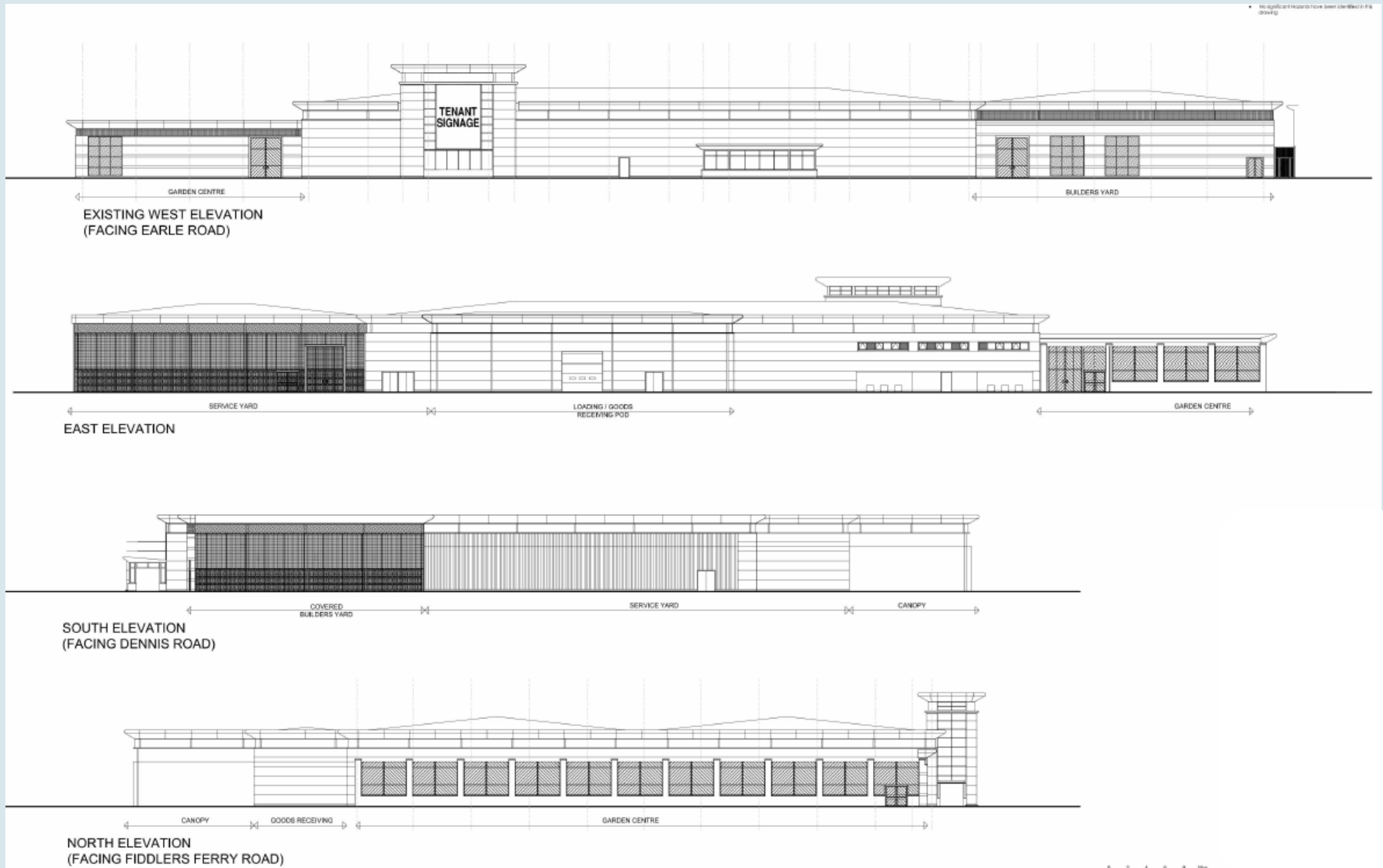
This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.

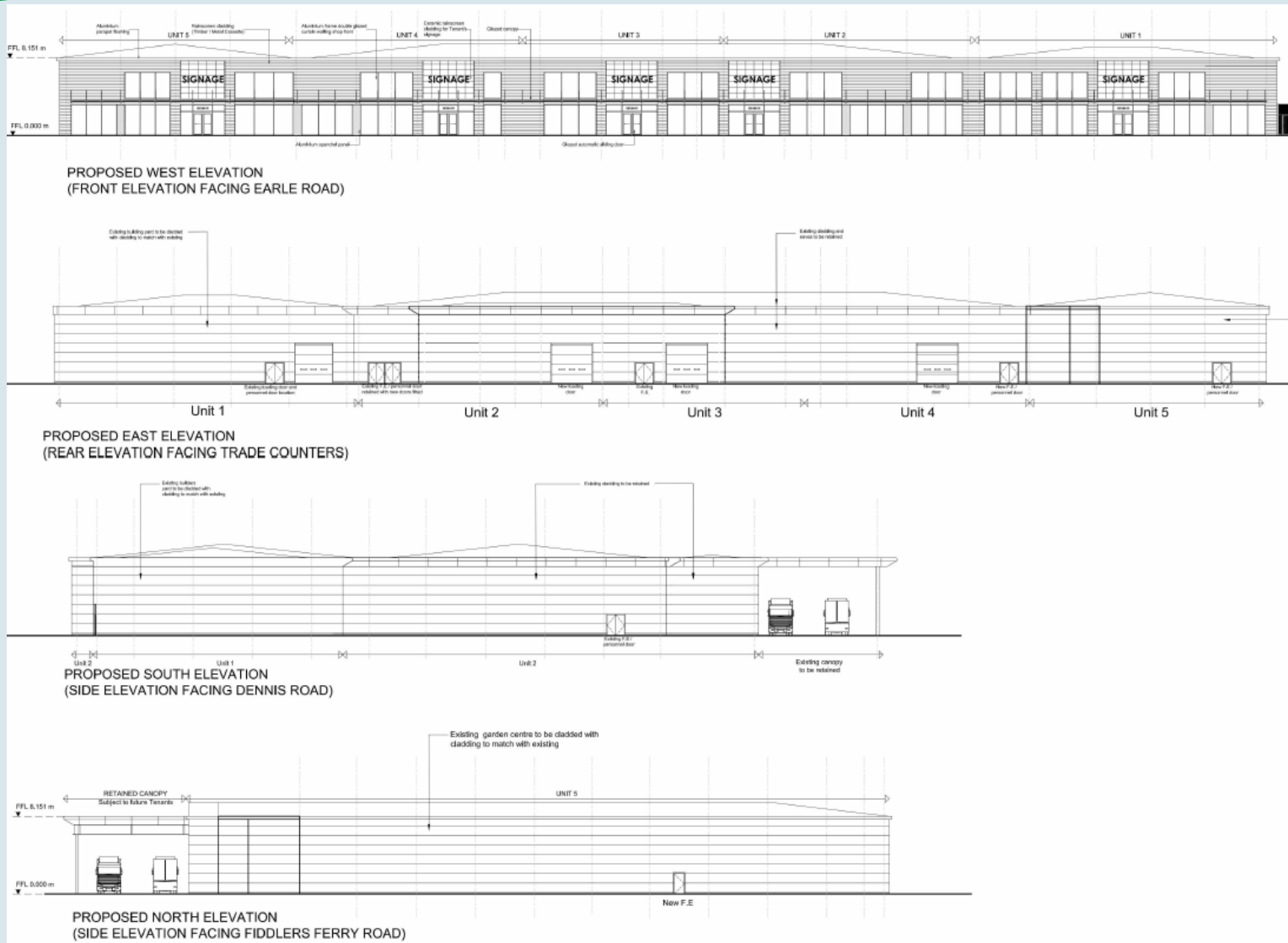














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REPORT TO: Development Control Committee

DATE: 8 May 2017

REPORTING OFFICER: Strategic Director, Enterprise, Community & Resources

SUBJECT: Miscellaneous Items

WARD(S): Boroughwide

The following applications have been withdrawn:

- 16/00546/PDE** Proposed single storey rear extension projecting from the rear wall by 5 metres, the extension has a maximum height of 3.1 metres and an eaves height of 2.3 metres at 36 Regency Park, Widnes, Cheshire, WA8 9PH.
- 16/00476/FUL** Proposed erection of two storey block containing 4 no. one bedroom apartments at Rear Garden Of 67 Main Street, Runcorn, Cheshire, WA7 2AT.
- 16/00364/FUL** Proposed erection of single storey convenience store with associated car parking, landscaping and ATM machine on Land Adjacent To The Wellington Hotel, Town Lane, Hale, Liverpool, L24 4AG.
- 17/00011/PDE** Proposed single storey rear extension projecting from the rear wall by 2.665 metres the extension has a maximum height of 2.892 metres and an eaves height of 2.1 metres at 6 Croasdale Drive, Runcorn, Cheshire, WA7 2RJ.
- 10/00104/FUL** Proposed residential development consisting of 18 No. two storey dwellings with car parking and a new access road (from Weates Close) on Land Bounded By Weates Close And Dans Road, Widnes, Cheshire.
- 10/00316/S73** S73 application to vary condition No.2 of planning permission 07/00072/FUL to extend the permission expiration for a further 3 years at 79-83 High Street, Runcorn, Cheshire, WA7 1AH.
- 10/00493/OUT** Extension of time limit for implementation of 05/00289/OUT at Halton Lea Shopping Centre, East Lane, Runcorn
- 11/00044/FUL** Proposed demolition of East Lane House and Territorial Army Centre and the development of a retail store (use class A1), car parking, servicing, petrol filling station and associated

landscaping (13,782 sq.m total gross internal floorspace) at Halton Lea Shopping Centre, East Lane, Runcorn, Cheshire.

- 12/00370/COU** Proposed change of use from offices (B1) to a chemist/pharmacy (A1) and new shop, including stepped and ramped accesses, shop front and car parking at Whitefield and Brown, Appleton Village, Widnes, Cheshire, WA8 6EQ.
- 16/00461/FUL** Proposed construction of two storey office building (Use Class B1) with associated access, boundary treatments, and hard and soft landscaping at Land Off MacDermott Road, Adjacent To Tesco Distribution And Recycling Centre, Widnes, Cheshire.
- 13/00087/FUL** Proposed three storey extra care facility containing 50 No. 2 bedroom apartments with communal facilities, 21 No. new build homes comprising 6 No. 2 bedroom bungalows, 4 No. 2 bedroom wheelchair user bungalows, 10 No. 2 bedroom houses and 1 No. 4 bedroom wheelchair user bungalow on Land To The East Of 109 – 132, Halton Brook Avenue, Runcorn, Cheshire.
- 12/00485/LBC** Proposed single storey side extension and internal alterations at 120 Main Street, Runcorn, Cheshire, WA7 2PW.
- 17/00043/FUL** Proposed loft conversion with installation of rear dormer and raising of ridge height at 2 Lockwood View, Runcorn, Cheshire, WA7 3NB.
- 17/00178/HSC** Application for Hazardous Substance Consent at Iconichem Widnes Ltd, Moss Bank Road, Widnes, Cheshire, WA8 0RU.
- 03/00030/OUT** Outline application for 4 No. bungalows and 14 No. two storey houses with access from Mersey View Road on Land At Mersey View Road, Halebank, Widnes, Cheshire.
- 05/00655/OUT** Proposed outline permission (with siting/ layout/ design/ external appearance and landscaping reserved) for a three storey residential care home at Land At Heath Drive, Runcorn, Cheshire.
- 06/00772/FUL** Proposed subdivision of 1 No. industrial unit into 2 No. smaller units at Unit 7 Heron Business Park, Tanhouse Lane, Widnes, Cheshire, WA8 0RE.
- 07/00780/FUL** Proposed conservatory to rear of 27 Roscommon Way, Widnes, Cheshire, WA8 9SB.
- 05/00788/TPO** Proposed removal of 1 No. Sycamore at Browside Farm, Moss Lane, Moore, Warrington, Cheshire, WA4 6UN.

06/00439/OUT Outline application for demolition of existing dwelling and out buildings and the construction of 3 No. new dwellings at 31 Norton Village, Runcorn, Cheshire, WA7 6QA.

The following Appeal Decisions have been made:

Dismissed

16/00075/COUGAN Sub division of planning unit to form new planning unit at 117 Birchfield Road, Widnes, Cheshire, WA8 7TG

REPORT TO: Development Control Committee

DATE: 8 May 2017

REPORTING OFFICER: Strategic Director – Enterprise,
Community and Resources

SUBJECT: Sandymoor Local Centre Development
Brief

WARD(S): Daresbury

1.0 PURPOSE OF THE REPORT

1.1 This report is to inform members of the Sandymoor Local Centre Development Brief (see attached).

2.0 RECOMMENDATION: That

(1) the brief be noted and be used to provide assistance/guidance for developers.

3.0 PURPOSE OF THE BRIEF

Sandymoor comprises an eastern urban extension of Runcorn and extends to approximately 147 hectares of land. It is being delivered as major multi phased residential development and is maturing as a residential community with over 900 homes and a 900 capacity secondary school built to date. Currently 3 housing development sites are active and eventually Sandymoor will extend to 2,000 homes. A key part of the future plan for Sandymoor is the development of a Local Centre which will include a mix of retail units and meets the aspirations of the local community.

The development of the residential community of Sandymoor has its origins within the Runcorn New Town Masterplan and in particular Amendment No. 2 (1971). An application for residential development of Sandymoor was approved by the Secretary of State in 1988 via Section 7.1 of the New Town Act. The majority of undeveloped land is within the ownership of the Homes and Communities Agency (HCA) as the successor organisation to the Commission for New Towns.

The purpose of this development brief is to provide guidance to developers about the type of development which Halton Borough Council expects to see come forward at the Sandymoor Local Centre site.

The brief sets out the basis on which the Local Planning Authority will consider development proposals and applications for the Local Centre site.

The Development Brief will also support the Homes & Communities Agency who will be disposing of the site to assess the quality of bids which are submitted. The quality element of the HCA’s assessment will draw heavily on the extent to which any proposal which comes forward adheres to the Council’s development brief for the Sandymoor Local Centre Site.

The key elements which the Council considers to be the most important for the development of a successful Local Centre site, and which any potential bidder should address as part of their bid/planning application are set out below (in no particular order), and more fully described later in this document:

- Type of uses – a mix of retail and commercial uses of appropriate scale, with an active frontage and ancillary residential development. Together development within the Local Centre Site will contribute to the social capital of the neighbourhood;
- Design – high quality design complementing and integrating the architectural styles of both the Sandymoor Community Hall and the adjacent Morris Homes development which abuts and overlooks the site;
- Types of material / palette – coordinated and high quality palette of materials and designs for building materials and hard and soft landscaping;
- Treatment of Open Space - the local centre will be unified by quality public realm which should take a coherent approach to landscaping and boundary treatment including the existing grassed semi-circle fronting the play area to the west of the site and Otterburn Road;
- Need to integrate with existing neighbour centre assets through incorporating the Sandymoor Community Hall into the Local Centre Layout, and improving the physical and visual link between the Local Centre and Village Green / children’s playground.

4.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
Sandymoor Local Centre Development Brief	Municipal Building, Widnes	Andrew Plant / Nathan Renison

SANDYMOOR LOCAL CENTRE

Development Brief

HALTON BOROUGH COUNCIL

DRAFT



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Content

- 1. Background & Purpose of the brief**
- 2. Site Context /Analysis**
- 3. Vision for Place & Guiding Principles for Development**
- 4. Local Centre Site Specific Policies**
- 5. Development Control Matters**

Appendices

- A. Statement of initial findings from consultation for the new Local Centre at Sandymoor held on 20th January 2016.
- B. Illustrative Design Palette

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1. Background and Purpose of the brief

1.1. Introduction

Sandymoor comprises an eastern urban extension of Runcorn and extends to approximately 147 hectares of land. It is being delivered as major multi phased residential development and is maturing as a residential community with over 900 homes and a 900 capacity secondary school built to date. Currently 3 housing development sites are active and eventually Sandymoor will extend to 2,000 homes. A key part of the future plan for Sandymoor is the development of a Local Centre which will include a mix of retail units and meets the aspirations of the local community.

The development of the residential community of Sandymoor has its origins within the Runcorn New Town Masterplan and in particular Amendment No. 2 (1971). An application for residential development of Sandymoor was approved by the Secretary of State in 1988 via Section 7.1 of the New Town Act. The majority of undeveloped land is within the ownership of the Homes and Communities Agency (HCA) as the successor organisation to the Commission for New Towns.

1.2. Policy Background

Sandymoor forms part of the East Runcorn Key Area of Change (policy CS11), within the Halton Core Strategy Local Plan (adopted April 2013). Policy CS11 sets out the principle, general extent and quantum for the development of Sandymoor residential community. It makes provision for Sandymoor to deliver an additional 1,400 residential units (at April 2010), as well a local centre and (if required) a new primary school.

More specific practical design guidance is provided within the Sandymoor Supplementary Planning Document (SPD, adopted July 2007). It provides an overarching Masterplan and more detailed development framework for the Neighbourhood. Key principles from the development framework include:

- Safe, attractive and integrated provision for walking & cycling (SM8, SM9, SM10);
- Provision of adequate car parking and permeable surfaces (SM11);
- Regard for contribution to the built environment including design, layout, scale, height, massing, public realm and boundary treatments (SM14, SM16, SM17);
- Protection of designated greenspaces including Sandymoor Village Green (SM18);
- Protection of designated woodlands including Sandymoor Wood (SM23).

To guide placemaking and masterplan delivery, the SPD identifies 3 character areas. Sites for the Local Centre and Primary School are identified within 'Brookwood' character area, Brookwood is identified as forming the heart of Sandymoor with residential development of higher density with development in places of 3 - 4 storey properties.

The SPD recognises the importance of providing social infrastructure to serve existing and future residents of Sandymoor. It identifies that provision of a Local Centre (within the area

subject to this Brief) received outline planning consent in December 2007. This included the development of up to 3,000 sq/.m of retail, commercial and leisure uses, complemented by 34 residential units. It establishes that a formal development brief will be produced to guide proposals. The SPD sets out a series of specific Local Centre and primary school policies that development will need to meet:

- LC1 - Dealing with accessibility and permeability, stating “proposals should provide a shared surface through route that provides for pedestrian priority” (p75, SPD);
- LC2 - Protection of Sandymoor Wood, through “a minimum stand-off distance of 15m between the tree canopy and any buildings” (p76, SPD);
- LC3 - Setting out the planning framework for proposals for the Local Centre as being “ [the]SPD and Halton UDP, and the Local Centre Development Brief” (p76, SPD);
- ED1- Reserves the site of the School site (p78, SPD).

The Halton Core Strategy Local Plan and the Sandymoor SPD can be accessed at:

<http://www3.halton.gov.uk/Pages/planning/policyguidance/Planning-Policies.aspx>

1.3. Purpose of this brief

The purpose of this development brief is to provide guidance to developers about the type of development which Halton Borough Council expects to see come forward at the Sandymoor Local Centre site

The brief sets out the basis on which the Local Planning Authority will test development proposals and applications for the Local Centre site

The Development Brief will also support the Homes & Communities Agency who will be disposing of the site to assess the quality of bids which are submitted. The quality element of the HCA’s assessment will draw heavily on the extent to which any proposal which comes forward adheres to the Council’s development brief for the Sandymoor Local Centre Site.

The key elements which the Council considers to be the most important for the development of a successful Local Centre site, and which any potential bidder should address as part of their bid/planning application are set out below (in no particular order), and more fully described later in this document:

- Type of uses – a mix of retail and commercial uses of appropriate scale, with an active frontage and ancillary residential development. Together development within the Local Centre Site will contribute to the social capital of the neighbourhood;
- Design – high quality design complementing and integrating the architectural styles of both the Sandymoor Community Hall and the adjacent Morris Homes development which abuts and overlooks the site;
- Types of material / palette – coordinated and high quality palette of materials and designs for building materials and hard and soft landscaping;
- Treatment of Open Space - the local centre will be unified by quality public realm which should take a coherent approach to landscaping and boundary treatment including the

existing grassed semi-circle fronting the play area to the west of the site and Otterburn Road;

- Need to integrate with existing neighbour centre assets through incorporating the Sandymoor Community Hall into the Local Centre Layout, and improving the physical and visual link between the Local Centre and Village Green / children's playground.

1.4. Statement of Consultation to date

As set out in 1.2 above, the principle, general extent and quantum for the development of Sandymoor residential community is well established and been subject to extensive consultation over a number of years. This includes identifying and safeguarding the sites for both a Local centre (the subject of this brief) and an adjoining Primary School.

In January 2016, the HCA, supported by the Council, undertook an extensive community consultation event to engage local residents on options for development of the Local Centre site. Notification for the event was through a letter to all households on Sandymoor as well as promotion through community social media pages and the Parish Council. The views expressed in the consultation have (within the scope of a planning brief) informed the requirements set out in this brief to help ensure that future proposals are supported by and meet the needs of the local community. A summary of the January 2016 consultation is contained at Appendix A.

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2. Site Context /Analysis

2.1. Extent of area covered by this brief

This development brief covers the local and a supporting highway, these are:

- **Local Centre**, comprising [1.42 hectares] site fronting onto Pitts Heath Lane and Otterburn Street and incorporating land around existing Sandymoor Hall and interface with frontage properties at Biggleswade Drive.
- **Existing road infrastructure and access**, comprising Pitts Heath Lane (the primary approach road and existing access), and Otterburn Street (unadopted) to interface with Biggleswade Drive. It also incorporates the existing semi-circle turning area fronting the play space.

Whilst this brief does not cover the site safeguarded for a Primary School, proposals will be required to have due regard to its potential development.

Site Context / Analysis Plan:



2.2. Site setting

The proposed site sits between Pitts Heath Lane to the West, Otterburn Street to the South and Morris Homes 'The Meadows' development (planning ref: 14/00161/FUL) to the East. This consists of a mix of 2 and 3 storey residential houses and flats. There is also an area of woodland (Sandymoor Wood) to the rear of the site. Sandymoor Hall has existing access

from Otterburn Street and has a grassed area to the front. An existing residential estate borders the site to the North and consists of 2 storey houses. A footpath runs alongside Pitts Heath Lane and follows Otterburn Street along the South of the site towards Biggleswade Drive which forms part of the Morris Homes scheme. On the other side of Otterburn Street is a Sandymoor Village Green - a large expanse of grassed open space with a football pitch and children's playground. Views onto the Village Green from Otterburn Street are impeded by high and continuous landscaping and earth bund.

2.3. Site constraints / interfaces

The northern boundary of the site is essentially dead frontage due to the interface with the woodland area. The eastern boundary of site will interface with housing frontages on the Biggleswade Drive and the north western boundary interfaces with the rear and gable end of residential properties on Seaton Park. The boundary with Seaton Park is a continuous brick wall of approximately 1.8 metres high, although this may require additional landscaping and mitigation depending on interfaces. The southern boundary of site interfaces with Otterbruns Streets and Village Green beyond. The western boundary of the Site interfaces with Pitts Heath Lane. Both the southern and western boundary interfaces require more active frontage treatment.

2.4. Site assets

The site's dual visible frontage: 1) to the West, overlooking Pitts Heath Lane; and 2) to the South overlooking the Village Green and playground. Sandymoor Hall provides a popular community use. The site also benefits from a predominantly southern aspect providing the opportunity for outdoor seating.

2.5. Movement & accessibility

Pitts Heath Lane is the primary road serving the site due to its connection to the A558 with Otterburn Street serving as a secondary road. Otterburn Street is currently only accessible to Biggleswade Drive by cyclists and pedestrians with bollards stopping motor vehicle access. The footpath that runs through the village green (known locally as 'the ride') connects the surrounding housing estates to the site. The tarmac footpath is clearly intended for cyclists as well as pedestrians and the locals centre would serve as a destination point for this path. Sandymoor also benefits from a number of dedicated bridleways which run close to the local centre site.

3. Vision for Place & Guiding Principles for Development

3.1. Together the Local Centre, Village Green and (subject to future need) the Primary School Site form the distinctive heart and centre of Sandymoor neighbourhood. This area will be a safe and attractive place where the wider community can come together. This will be achieved through the following overarching development principles:

- A. Human scale and contemporary design complementing and integrating the existing architectural style of the Sandymoor Community Centre;
- B. The elements of the neighbourhood centre will be linked and unified by quality public realm, including a focal point public space with active use encouraged through frontage development. The public space will physically and visually connect the Local Centre and Village Green;
- C. Movement within the neighbourhood centre will emphasise the needs of the pedestrian over the private car, whilst meeting car parking standards and access requirements appropriate for a neighbourhood centre. Shared surfaces will be used to help achieve this;
- D. Achieve connectivity and integration with existing and planned wider residential neighbourhood to encourage local access by means other than the private car;
- E. A coherent approach to landscaping and boundary treatment will be used within the neighbourhood heart; where possible natural boundary treatments will be used;
- F. The scheme must contribute to increasing the social capital of the neighbourhood with any elements agreed in coalition with the local community;
- G. Provide design solution to ensure the area is a safe place and meets the broad principles of 'secured by design'.

4. Local Centre Site Specific Policies

4.1. Acceptable Uses

Acceptable uses within the local centre are clustered into three main groups:

1. **Retail cluster** - comprising an anchor convenience store complemented by secondary units;
2. **Eating & drinking** - comprising café / bistro or family pub and public square;
3. **Social & community cluster** - comprising possible uses such as over 55 retirement housing , day care nursery and the existing community centre.

Clusters of uses should be utilised in a way which responds to the brief i.e. Eating and drinking – opportunity to provide outdoor seating / dining which animates the public square and interacts with adjoining village green play area; and, Community cluster can be used as softer interface with Biggleswade Drive.

Retail Cluster

This site is designated for a new local centre within Core Strategy Policy CS5: A Network of Centres. The policy does not specify the overall size and format of the centre however the scale of uses should be proportionate to meet the needs of Sandymoor. Acceptable uses within the local centre could include: an anchor convenience store, hair and beauty; florist; dry cleaning; and bakery and sandwich shop.

Residents did not look on inclusion of a hot food take away favourably. It must also be acknowledged that such a use helps contribute to vitality and viability of a local centre and reduces likelihood of vacant units. As such, a balance will be sought that addresses residents' concerns whilst allowing for provision. Any hot food takeaway (Use Class A5 Use) should be limited to no more than one of the smaller units. The size of the A5 unit should not exceed 40 sqm and will be limited by planning condition to opening hours sufficient to protect the amenity of the nearby residential properties.

Eating & Drinking Use Class A3 / A4)

It is evident from the community consultation that there was limited support for a Public House within the local centre; with a bistro / coffee shop viewed more favourably. The local area is already served by a number of public houses which all cater for families and provide hot food: 'Evenwood Farm', 0.9 mile, 18 minute walk; 'Red Lion' Moore, 1.3 mile, 25 minute walk; and 'Ring of Bells, Daresbury, 1.6 mile 33 minute walk. As such, it is questionable whether a standalone family public house / restaurant is a viable use for this location. Proposals which provide a bistro / coffee shop facility will therefore be looked on more favourably.

The positioning of an eating / drinking unit presents an opportunity to both provide an active use onto a new public square and also help connect the existing village green into the public realm of the Local Centre. This unit also has the potential to act a feature

building within the centre. The exact positioning needs to offer minimal disturbance to existing residential occupiers.

Social & Community Cluster (with potential to include residential)

This cluster includes the existing community centre (Sandymoor Hall) and any proposals must successfully integrate the existing building into proposals. Any additional proposals for (D1) non-residential institutions should have the support of the appropriate statutory bodies. Provision of a private day care / preschool nursery will also be permitted.

There is the potential for appropriate residential development within this cluster, particularly on land to the East of Sandymoor Hall but also potential to the West of the Sandymoor Hall. In the interests of making Sandymoor a 'neighbourhood for life' the Council preference is for an 'over 55' assisted living / retirement scheme. This could be as a standalone scheme or integrated with other social provision (with appropriate statutory body support). Active ground floor uses will be encouraged which contribute to vitality and viability of the local centre.

Whilst acceptable in principle upper storey residential use will need to ensure dedicated and safe access and parking, adequate residential management arrangements and mitigate any impacts from other local centre uses.

4.2. Design, scale & massing of buildings

The design of the new buildings should be of a human scale and form a strong and distinctive sense of place and identity for the heart of Sandymoor. Buildings should range in height to a maximum of three storeys and not form a single solid mass.

It is envisaged that the convenience store will be located on the Pitts Heath Lane frontage of the development. This building will potentially have three aspects and all should be treated to achieve the highest quality in terms of visual appearance.

The design and layout of the new local centre units shall successfully incorporate the existing Sandymoor Hall. All new building within the local centre should respect the height of the Hall. Materials will be expected to form a simple comprehensive palette of colours and styles which complement and integrate the Hall. Consideration should be given to a feature unit, most likely a bistro / coffee shop.

Any extraction installations required for any A3/A4/A5 use shall be fully incorporated into the relevant buildings and should be compatible with the building design and materials, to avoid post development bolt-on solutions.

All ancillary buildings, such as bin stores and electricity substation shall reflect the design of the local centre and the specific building they relate to. There will be no external open storage to any units.

4.3. Public realm / landscape quality

It is envisaged that the public realm relating to the local centre will comprise the following 3 key elements:

1. **Parking area and circulation spaces** - for all modes of transport with a focus on safe and attractive pedestrian movement within the Local Centre;
2. **Dedicated public 'village' square** - vibrant and free from motor vehicles, comprising: seating, community notice board and opportunities for community use. It will have a landscape / art feature;
3. **Shared surface interfaces** - with the Village Green and Primary School Site.

To enhance the character of the local centre, the scheme will be expected to provide a co-ordinated and comprehensive high quality palette of materials and designs for hard and soft landscaping. This approach should extend to street furniture including: tree and planters; refuse receptacles; seating; lighting; signage; bollards and boundary treatments. External seating arrangements shall be located sensitively to avoid adverse impact on neighbouring uses.

Specific requirements for each public realm element are:

Parking area and circulation spaces

Parking should not dominate the public realm but form a part of it. Extensive areas of black tarmac with white lined parking bays would not be acceptable as this will not create a distinctive heart for Sandymoor. A more subtle and informal approach to delineating parking and circulation spaces should be achieved with a mix of surface materials including paving, tarmac and soft landscaping. (Examples of approaches of surfacing are contained within Appendix B)

Dedicated public square

Consideration should be given for provision of shelter e.g. glazed awning within part of public square, to act as interface with the Bistro /Coffee shop to provide shelter and shade and encourage public use.

The Square should include a centre piece which acts as a focal point as part of the social capital offer to provide a civic feature for the community. This could include a public clock, piece of public art or landscape feature. Its design should be agreed with Parish Council/local residents. This could be realised and / or complemented by the design of street furniture and lighting.

The design of the square should take account of likely future use for local community events and activities, with the associated health and safety considerations. Additionally a suitably located and concealed electrical feed should be provided to assist with events and also activities such as a potential Christmas tree.

Shared surface interfaces

The public realm will be expected to integrate with the existing village green and play area and the primary school site beyond. In particular the Council anticipate that this will include the selective removal / replacement of vegetation and temporary landscape bund between Otterburn Street and the Village Green to improve interfaces and create an integrated approach to the public realm. This would include treatment to Otterburn Street to define a section of shared surface to link the local centre/ Public Square to the Village Green. This must have regard for Manual for Streets

A review of the existing grassed semi-circle / carriageway which fronts the playground and links Otterburn Street with Pitts Heath Lane should be undertaken. Proposals should show how this area will be better utilised and incorporated into the overall development and access arrangements. This area could also potentially include an entrance feature as an alternative to providing one within the public square.

4.4. Boundary treatment and interfaces

A comprehensive and cohesive approach to boundary treatment should be employed. The heart of the neighbourhood will be defined through the use of shared surfaces and spaces, as such the boundary treatments to public areas should be kept to minimum. Where they are required natural planting should be prioritised.

Where required boundary treatment must clearly demarcate space and take account of and discourage 'short cut' desire lines. Any natural boundary must be pre-grown mature hedging variety.

Boundary treatments associated with services areas shall be of high quality materials which integrate well with the overarching design of the scheme and the approved pallet of materials for the development. The use of natural planting screens will be encouraged where this reduces views into services areas.

The interface with Sandymoor Wood, to the north of the site, shall be provided with a buffer and appropriate boundary treatment sufficient to mitigate the impact of the proposed development on the sustainability of the wood. Liaison with Woodland Trust, as land owner, should be undertaken pre-application. (Further guidance in respect of Sandy moor is contained in 4.8 'landscaping and ecology' below).

Adjacent existing residential properties lie to the north on Seaton Park, and to the east on Biggleswade Drive and across Pitts Heath Lane on Dorchester Park. Full consideration needs to be given to how the scheme will minimise any unwelcome impacts on these residential occupiers and mitigation will be required where it is found that the impact is unacceptable. Boundary treatment may be required to help mitigate impact.

4.5. Street furniture and lighting

A unified palette of street furniture and lighting will be used throughout the local centre development. This needs to reflect the desire to create a distinctive heart for Sandymoor. Where any street furniture or lighting is to maintain as part of the adopted Highway,

agreement with the Local Highway Authority will be required. An illustrative street furniture and lighting palette is contained within Appendix B.

4.6. Signage, security and shutters

All new buildings and ancillary spaces will be expected to achieve ‘secured by design accreditation’. Design of the convenience store, smaller commercial units and any other buildings will be expected to include glazed and transparent windows in order to maintain an active frontage where these units face onto existing roads and public spaces.

Design of any new buildings will be expected to successfully integrate bespoke security systems for the protection of doorways and windows. Externally fitted security roller shutters will be not permitted within the local centre.

4.7. Access, parking & servicing

The scheme should strongly promote modes of transport other than the private motor vehicle. It will be expected to strengthen and integrate with existing footway, cycleway and bridleway connections and connections to public transport. The scheme should make provision for cycle parking and, on the adjacent Village Green, horse tethering. Any requirement for electric vehicle charging points within scheme will be discussed at the pre-application stage.

Motor vehicle parking should be located so that it does not compromise or dominate the public realm and meets the Councils safety requirements. Where it takes place, parking should be integrated into the scheme and provide an extension of the public realm with appropriate use of a variety of materials and the incorporation of tree planting and landscaping. Parking should make appropriate provision for disabled parking spaces. Opportunities for parking bays to Pitts Heath Lane will be considered where this can be provided in a safe and attractive manner.

Car parking space numbers should reflect the role and function of the local centre - which is aimed at meeting the needs of the immediate neighbourhood where access by means other than the private car will be encouraged. Indicative Car parking requirements are:

Use	Nos
Local convenience store (based on 4500 square foot)	Maximum 25 spaces
Café	5-10 spaces
700 square foot unit e.g. hairdressers	3-5 spaces
Total	35+ spaces

It is envisaged that car parking needs of the local centre will be met by two distinct car parking areas: The first at the western end of the local centre to primarily serve the retail cluster; the second, located at eastern end and in front of the Sandymoor Hall would primarily serve the community cluster. Access to the eastern car park would be via Otterburn Street and the shared surface area. Depending on which uses will be located in the community cluster, there may be a requirement for limited time parking in the eastern

car park, to avoid all-day parking by staff. Ottersburn Street is currently unadopted and as such could continue as a private road. Any works to Otterburn Street must be to an adoptable standard.

All servicing arrangements for new buildings shall be treated sympathetically to:

- Avoid visual impact, conflicts and other harmful impact on residential amenity (particularly to Seaton Park) and local centre users;
- Provides safe and secure commercial waste storage, which is in keeping in design and appearance of the building they serve;
- Fully protect the public realm;
- Ensure it does not dominate the character of the Local centre.

A waste strategy must accompany the application which sets out the location and management of refuse and commercial waste bins.

Local Centre visitor access arrangements need to satisfy the safety standards of the Council and successfully tie in with the existing highway network. It is envisaged that the retail cluster will be located on the Pitts Heath Lane side of the development. Retail and commercial use (as well as potentially the community centres) could be successfully serviced directly from a dedicated service access from Pitts Heath Lane subject to design and risk assessments.

Approach to access and parking should take account of the potential future use of public square and adjoining spaces for occasional local community events and activities.

4.8. Landscaping and ecology

The site is within the Moore Village and Keckwick Brook Valley Landscape Character Area and this will help inform the approach to soft landscaping. The landscaping proposals should form part of a comprehensive approach to the treatment of the public realm in terms of the locations of planting and species choice. Planting within car park will be used to soften visual impact.

The application site is adjacent to Sandymoor Wood. This is protected woodland with a diverse habitat owned and managed by the Woodland Trust. The woodland needs to be physically protected, and there will be a minimum 15 metre standoff between the edge of the tree canopy and any buildings.

Any planning application will need to be supported by an up to date tree survey existing planting is mainly to the boundaries of the site and hedges within the site. Where this is demonstrated to be part of integrated approach, the Council will consider removal of some existing landscaping at the edges of the village green and play area to connect both those existing uses to the proposed local centre so that the area begins to read as one public realm.

Any planning application will need to be supported by an up to date ecological survey to establish areas of habitat and provide full mitigation measures where these are found necessary.

4.9. Other considerations

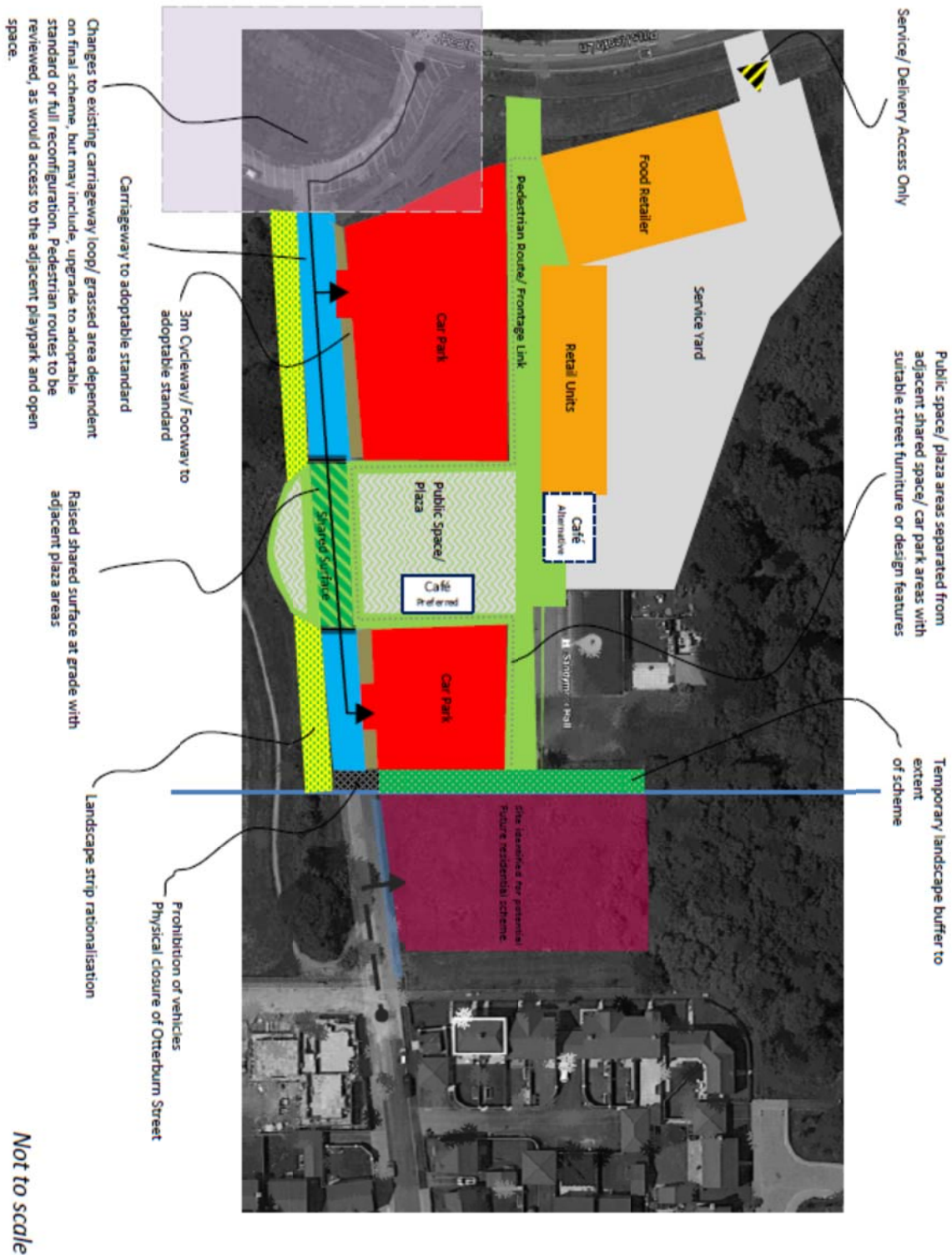
The scheme should adopt the principles of sustainable urban drainage and satisfy the Lead Local Flood Authority (LLFA) that the site will be drained appropriately and within the wider drainage arrangements for Sandymoor. Flood risk should be considered in line with local and national policies, strategies and guidance.

The area is at low risk of ground contamination therefore a Phase 1 ground investigation desk study will be sufficient to determine any requirement for mitigation.

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4.10. Indicative layout(S)

Based upon the matters identified within this brief, the following illustrative layout for the local centre and its interfaces is provided:



4.11. Community benefits / social capital offer

To realise the local centre as the heart of the Sandymoor, it is vital that it helps foster a sense of community and identity. The design of the local centre can help achieve this and a number of opportunities have been highlighted within this brief including:

- Provision of a public square as place where the community can come together, meet and hold events and activities;
- Provision of a centre piece/ focal point such as a clock, piece of public art or landscape feature, to provide to civic focal point for the community.

It is expected that the planning application will need to demonstrate how it contributes to enhancing the social capital of Sandymoor. It will need to demonstrate that any proposals have the support and have been developed in conjunction with the local community.

4.12. Management and maintenance

Hours of use for all elements will be controlled by a planning condition and licensing arrangements.

All proposals should be accompanied by an ownership and management plan demarcating land which is to be:

- Privately managed;
- Maintained under a service charge;
- Adopted and maintained by the Local Authority or Parish Council (with agreement of parties).

An indication as to what services (such as litter picking, cleansing, landscape maintenance) will be included in any service charge schedule should also be provided. The management plan should include a provision and arrangements for events.

5. Development Control Matters

5.1. Formal pre-planning advice

It is strongly advised that prior to submitting a formal planning application for the local centre, pre-application advice is sought from the Local Planning Authority. Details of Council's pre-application service can be found at:

<http://www3.halton.gov.uk/Pages/planning/Get-Planning-Advice.aspx>

Following pre-application advice, whilst not a formal requirement, it would be advantageous if the developer undertakes pre-application consultation with the Sandymoor community.

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Appendix A: Statement of Initial Findings from Consultation for the new Local Centre at Sandymoor held on 20th January 2016.

Background

Sandymoor is a residential area located to the east of Runcorn in the borough of Halton (Liverpool City Region). Recent activity on Sandymoor has seen the construction of a new free school, construction of new road infrastructure and two new housing developments start on site.

Aim of Consultation

HCA is at a very early stage of determining the most appropriate form of development for the Local Centre and Primary School site. In order to best guide the most appropriate form of development HCA has taken advice from architects developers and agents specialising in the local centre market.

The result of these early discussions has been some very outline plans showing the likely scale of development.

The aim of the consultation was to find out the initial views from local residents to help shape a more detailed development brief that HCA will take out to the market to seek developer interest in the summer of 2016.

Date of Initial Community Consultation

The initial public consultation on the development of the Sandymoor Local Centre was held on **20th January** at Sandymoor Free School between 2pm and 7pm on a drop in basis.

Advertising the Consultation

HCA provided details of the consultation event to Sandymoor Parish Council, (ROSACT) Residents of Sandymoor Against Construction Traffic and carried out a letter drop to the 1,241 properties in Sandymoor Parish.

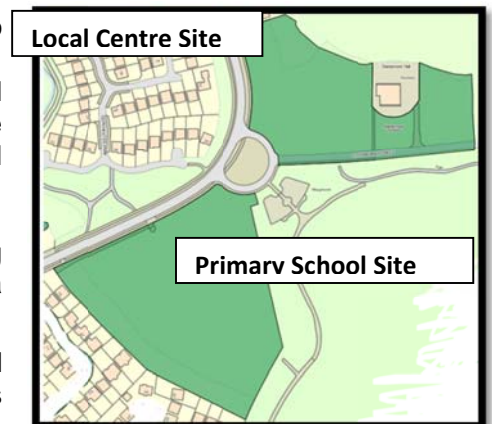
Proposals under Consideration

HCA is proposing to bring forward the development of the two sites fronting Pitts Heath Lane shown below.

- **Local Centre Site** - The site fronting Pitts Heath Lane and Otterburn Street that wraps around the Community Centre has been previously identified as the site of a Local Centre.
- **Primary School Site** - The more southern site fronting Pitts Heath Lane has previously been identified as a potential primary school site.

The focus of the consultation was to consider the plans prepared by Pozzoni Architects. The plans showed variations of designs with the following uses:-

- Convenience store – Approx 600 sq/.m (typical operators Sainsburys Local / Coop / Nisa)
- 3 or 4 smaller retail units



- Possible users – Café, Health & Beauty Salon, Fast Food Takeaway, Dry Cleaners, Butchers, Bakers
- Public House
- Potential residential development above retail
- Possible doctor's surgery with pharmacy.
- Car Parking
- Primary School
- Assisted Living

Information at the event was provided by Richard Jones of Homes and Communities Agency and Nathan Renison and Sally MacDonald of Halton Borough Council.

Feedback was requested on the development proposals on the attached form.

Attendance at the Event

The event was attended, with 182 people signing in and 130 people providing written feedback on the forms provided.

Overall the feedback focused in some detail on the types of users that residents would find acceptable within the local centre retail area and provided general commentary on the development of the Primary School site.

Specific Feedback

- **Public House** – Of the 130 written comments 11 people were in favour (8.5%) and 86 people were against (66%) the idea of the Public House. 33 (25%) people did not express an opinion. Of the people who expressed an opinion 11% were in favour and 89% were against
 - 46 people (35%) expressed the opinion that rather than a Public House a Bistro/Coffee Shop would be acceptable.
 - **Convenience Store** - Of the 130 written comments 70 people were in favour (54%) and 4 people were against (3%) the idea of the Convenience Store. 56 people (43%) did not express an opinion. Of the people who expressed an opinion 95% were in favour and 5% were against.
 - **Medical Centre** - Of the 130 written comments 38 people were in favour (29%) and 3 people were against (2%) the idea of the Medical Centre. 89 (68%) people did not express an opinion. Of the people who expressed an opinion 93% were in favour and 7% were against.
 - **Shop Uses**
 - **Betting Shop** - Of the 130 written comments 1 person was in favour (1%) and 40 people were against (30%) the idea of a Betting Shop. 89 (68%) people did not express an opinion. Of the people who expressed an opinion 2% were in favour and 98% were against.
 - **Take Away Food** - Of the 130 written comments 8 people were in favour (6%) and 57 people were against (44%) the idea of a fast food takeaway. 65 (50%) people did not express an opinion. Of the people who expressed an opinion 12% were in favour and 88% were against.
-

General Comments in relation to the retail element: -

In general people expressed a positive view in respect of the local centre. There was a commonly expressed view that site had been allocated for a local centre for a number of years and people had been consulted previously with little consequent action.

Additionally there were some common themes raised:

- Residents expressed views regarding the number of retail to be built. Residents did not want vacant units -
- Residents expressed views in relation to the scale and design of the retail development –
- Concerns in relation to opening up Otterburn and Biggleswade opening to through traffic -
- Concerns in relation to the proximity of development to Morris Homes scheme -
- Suggested Uses:
 - Hair & Beauty
 - Vet practice
 - Butchers

Resident Comments -

“No space age buildings”

“Shop fronts to be in keeping with surroundings”

“ Village centre with clock tower”.

Comments in respect of the Primary School Site: -

- **Primary School** – In general people expressed a positive view in respect of the school. The site had been allocated for a school for many years and people were generally relieved to see progress.
 - There were a range of specific opinions expressed in relation to the Primary School site, including:-
 - Drop-off and pick up arrangements.
 - The provision of a Pre-School and Nursery attached to the school was requested.
 - Impact on other schools.
 - Comments in relation to the proximity of development to Malmesbury Park residents.

Resident Comments relating to Primary School -

“You need to make adequate provision for parking and drop off of younger children”

“School is vital, but also this also requires a full time feeder nursery”

“ I would like a pre-school”

“ Excellent, important to consider parking to prevent parking on residential roads”.

- **Care Home / Assisted Living Development.** – In general there was some confusion created by the plans saying “Care Home”. What is being proposed by Homes and Communities Agency was an assisted living developments to provide opportunities for people over the age of 55 to perhaps downsize and retain a level of independence. Assisted living developments are regularly constructed with an open bistro/restaurant which would be open to the public to use.
 - There were a range of specific opinions expressed in relation to the use of the site for Assisted Living, including:-

- Scale of development -
- Questioning why it is needed –
- Are there plans for Sandymoor to provide more bungalows –

Resident Comments relating to Assisted Living-

“Not sure on Care Home, would prefer to see sheltered homes for the elderly”

“I think the idea for housing for 55+ is a good idea for people to downsize.”

“The Care Homes is fine – How about any Bungalows”

“ (The development is ..)Too crowded”

“As long as in keeping with style and height of existing properties”

General Resident Comments

There were a number of issues raised in relation to the broader Sandymoor development.

Although not necessarily to be located on the sites in question, residents raised comments in relation to the potential for the provision of improved sporting facilities on Sandymoor.

Furthermore residents raised questions in relation to the retention, maintenance and improvement of green spaces throughout the wider Sandymoor area.

Initial Summary:

Public House –	A clear majority of residents are against a public house. A number of residents have suggested a coffee shop/bistro.
Retail Uses–	A clear majority of residents are in favour of a convenience store.
Betting Shop-	A clear majority of residents are against a betting shop.
Takeaway -	A clear majority of residents are against a takeaway.
Medical Use -	Residents appear to be in favour of a medical centre, if local authority/primary care trust funding is available.
Primary School	Residents primary questions in relation to the primary school are in relation to the drop off facilities to be provided and the need for extended pre-school/nursery uses to be accommodated.
Assisted Living	Residents primary questions in relation to understanding what is meant by assisted living and ensuring that the scale of development is in keeping with the existing Sandymoor development.
Green Spaces	Residents raised questions in relation to the retention, maintenance and improvement of green spaces to possibly include improved sporting facilities throughout the wider Sandymoor area.

Environmental Fund Management Board**Meeting – 20 Feb 2017****MINUTES**

- 1 **Apologies** - None
- 2 **Minutes of Meeting 16 October 2016** – As distributed and approved by Exec Board
- 3 **Present:** Cllr Wharton – Chair (MW), Cllr Woolfall (BW), Cllr Hignett (RH)
Mick Noone (MN) Andrew Plant (AP)
- 4 **Update on actions from the previous meeting** Discussed:

MN – Dukesfield garages – we had asked what would be done to prevent reoccurrence of dumping. AP to seek reassurance that site will be protected.

MN - Air Quality Monitoring. Discussions AP/Isobel Mason as to who will implement the scheme.

MN - Walking/Running Track Runcorn Hill Park – AP will speak to Paul Wright.

Also discussed the running of the Environmental Scheme and the impact on AP. MN to look at whether the scheme itself could fund support to administer the scheme.

MN – Raised question whether minutes would be reported to Development Control Cttee. Agreed that as the ones agreed so far have been in EB minutes this would only be for future minutes as an information item.
- 5 The budget (Income/Expenditure) as produced to the meeting was discussed and the possible outcomes if all schemes before the committee were to be approved. AP noted that although funds have been approved for expenditure so far none have been drawn down. We do receive enquiries regarding expenditure and how funds are being spent. The meeting agreed that all approved schemes should report back to the Board to show progress – this will be arranged by AP for the next meeting.

6 Grant Fund Requests

Runcorn Locks Restoration £30,000

MW introduced. AP provided background. Members discussed. Including prospect of project proceeding. Problems may include provision of water. Show locks would be the first physical element to be constructed. Committee supports the application. The cost (as clarified by email is £30,000).

Wood Lane Pond £17,279.33

MW introduced. Members discussed. BW supported application. MW notes need for Ward Cllrs to be kept advised. Committee supports the application.

Runcorn TH/Boston Ave Boundary Improvements £118,159.28

MW introduced. Members discussed. Committee supports the application.

Park Boundary to Highlands Rd Improvements £56,043.40

MW Introduced. MN notes that a note is included in the application re footway resurfacing. Discussed this element and possible uncertainty this raises. RH – we could agree subject to further information. AP emailed applicant for clarification. Speaks to Martin, who advises it is an element for Highways to consider but not essential for bid. MW suggests to MN that Highways provide cost figure. MN suggests providing info to BW. MN to provide further info to Cllrs re the Highway aspect. Committee supports application.

Beechwood Playground Implementation £37,327.16

MW Introduced. Discussed. Committee supports the application. MN notes subject to Open Spaces maintaining the facility.

Town Park Ski Slope/Railway Access Improvements £130,000

MW Introduced Members discussed MN questions need for use of external consultant. BW questions contribution from Ski Slope owner/operator as this is not evidenced. AP provides background. BW is it beneficial to Ski Slope or to community in general? RH explains the benefits to the community. MW suggests asking if other funding in place. Committee supports the application.

Renewable Energy CIF**£250,000**

Jim Yates (JY) joined for this item to provide information to the Committee. Talked re financial analysis. Govt subsidies alone would not make scheme attractive. There are other grants available which would potentially make the scheme viable. Direct sale of the electricity (e.g to Stadium or Alstrom) would make scheme viable. 3 potential Income streams: RDF grant, Sale of electricity and Feed in Tarriff. Profit from the scheme would come back into the Environmental Fund (not to Council). Committee discussed the proposal. AP notes proposal subject to planning permission. AP asks does bid include professional costs? JY expands on this. Explains logic behind size of scheme which could be unviable if larger (unable to sell all electricity produced). Discussed ongoing maintenance JY advises this would be covered by income from scheme. Committee supports the application.

Weston Point Layby Permanent Closure**£17,200**

MW introduced. Committee supports the application

Creation of Town Park Scheme (5yrs @ £70,000pa)**£350000**

MW introduced. Committee discussed, Cttee questioned the ability to support this on a 5 yr basis. MN outlines employment rules which may lead to costs of laying off/redundancy at end of scheme. Do costs include end of scheme costs? BW questions possibility of 12 month contracts. RH suggests approval in principle. MN – we could approve but highlight possibilities to applicant. RH will get in touch with Paul Wright to discuss (in particular possible layoff/redundancy costs) MN questions if vehicle leasing is included in costings – to be clarified. RH suggests that for large apps in future we could ask applicants to be present to answer questions. MN – any redundancy costs would not be met from scheme – agreed by Committee. Committee supports the application.

Major Routeways Team (5 years @ £60,000 pa)**£300,000**

MW introduced – AP advises this is similar scheme to above and above comments apply. Committee supports the application.

7 Statement of Funds Received and Committed

	Received	Committed	Balance with all commitments	Balance on annualised basis
20/3/15	£154027.35		154027.35	154027.35
19/5/16	£510092.82		664120.17	664120.17
October Meeting:				
Runcorn Hill Park		160,000	504120.17	504120.17
Dukesfield Garages		2,500	501620.17	501620.17
Community Payback		193,746 (This is a 5 year contribution if spread evenly £38750 pa)	307874.17	462870.97
Weston Point Layby		12,000	295874.17	450870.97
Community Garden Runcorn Town Ctre		24,000 (This is a 2 year contribution if spread evenly £12000 pa)	271874.17	438870.97
Runcorn Hill Park Running/Walking Route		7,239.60	264634.57	431631.37
Air Quality Monitoring		27,600	237034.57	404031.37

6 Any other Business

MN - Deadline for applications to be 14 days before meeting.

MN - suggests that we seek assurance from all applicants that if costs are exceeded on any application then they will be responsible for covering shortfall to complete the project. Committee discussed and considered if the fund would pick up the shortfall. Potentially applications could be received to cover shortfalls. AP to advise applicants of requirement as shown in actions below.

Date of next meeting: 11th September 2017. 09:30 MN Office

ACTIONS:

AP – arrange for updates for next meeting on progress of approved schemes.

AP – Dukesfield Scheme – seek reassurance from applicant re prevention of reoccurrence.

AP – Implementation of Air quality Scheme – speak with Isobel Mason

AP – speak to Paul Wright re running track at Runcorn Hill Park

AP – Advise Local Ward Cllrs of decisions made at the Board and seek their opinions. This will give them chance to comment

AP – when confirming availability of funds applicants would be advised that any apparent shortfall in project actual costs would be quickly reported back to the Committee.

AP – In future pre meeting MW to indicate where he requires applicant to be present at meeting.