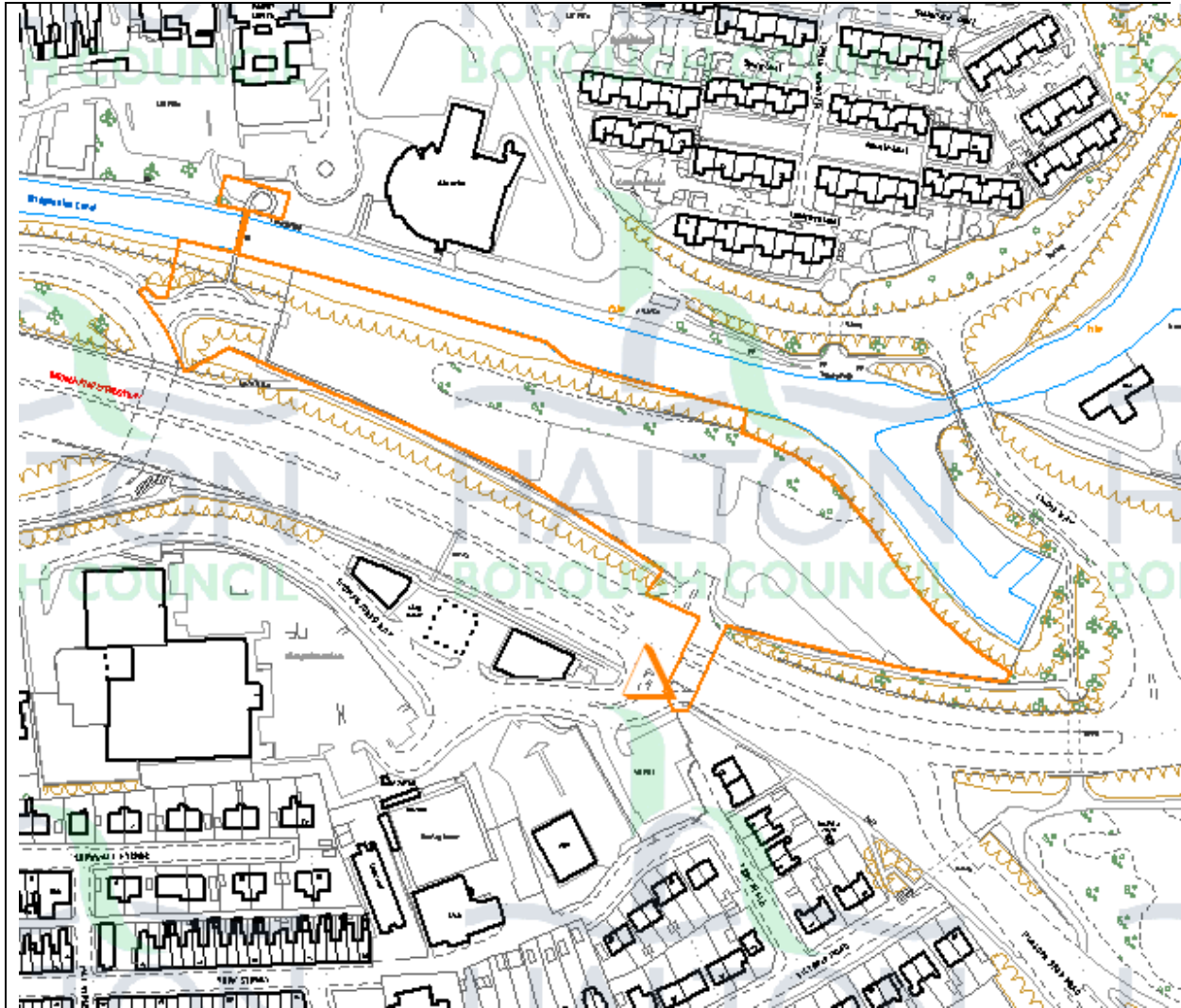


<b>APPLICATION NO:</b>	15/00584/OUT
<b>LOCATION:</b>	Land bounded by Bridgewater Canal, Daresbury Expressway & Greenway Road, Runcorn, Cheshire.
<b>PROPOSAL:</b>	Proposed hybrid application seeking full planning permission for development comprising; Town Centre Car Park, Public House/Restaurant (Use Class A4) with ancillary managers accommodation, access roads, parking and servicing areas and landscaping and outline permission (with all matters reserved) for a commercial unit of up to 195 square metres (Use Class A1, A3, A5).
<b>WARD:</b>	Mersey
<b>PARISH:</b>	None
<b>AGENT(S) / APPLICANT(S):</b>	Neptune Projects Ltd, Halton BC, Marstons Estates Ltd & Wildgoose Construction.
<b>DEVELOPMENT PLAN ALLOCATION:</b>  National Planning Policy Framework (2012)  Halton Unitary Development Plan (2005)  Halton Core Strategy (2013)  Joint Merseyside and Halton Waste Local Plan (2013)	Retail and Leisure Allocation (Site 7 – Crosville Bus Depot – Runcorn Old Town – Leisure (D2), food and drink (A3).
<b>DEPARTURE</b>	No
<b>REPRESENTATIONS:</b>	Two representations have been received from the publicity given to the application.
<b>KEY ISSUES:</b>	Retail & Leisure Allocations, West Runcorn Key Area of Change, Design, Access.
<b>RECOMMENDATION:</b>	It is requested that delegated powers are given to the Operational Director – Policy, Planning & Transportation in consultation with the Chair or Vice Chair of the Development Control Committee to make the decision once the ecological issue raised by Merseyside Environmental Advisory Service is addressed.  The application is recommended for approval subject to the conditions

suggested and any additional conditions required following the submission of further information and subsequent consultation.

## SITE MAP



## 1. APPLICATION SITE

### 1.1 The Site

The site subject of the application is bounded by Bridgewater Canal, Daresbury Expressway and Greenway Road in Runcorn. The site is currently vacant and was last used as a bus depot for Crosville.

Located to the north of the site is the Bridgewater Canal with Runcorn Old Town located beyond this. Access to the Runcorn Old Town is gained by the pedestrian bridge over the Bridgewater Canal. Runcorn Old Town is designated as a District Centre in the Halton Core Strategy Local Plan with it

being a focus for convenience, local and niche comparison and service retail and leisure uses.

Located to the south of the site is the Daresbury Expressway with the Bridge Retail Park located opposite the application site. Located on the retail park is a B&M Home Store, Pure Gym, a Starbucks Coffee House and a BP Petrol Filling Station which has a Spar, Subway and Greggs outlet within.

The site is designated as a Retail & Leisure Allocation in the Halton Unitary Development Plan. Within Policy TC1 of the Halton Unitary Development Plan, the application site is referred to as Site 7 – Crosville Bus Depot – Runcorn Old Town with Leisure (D2), food and drink (A3) being appropriate uses.

## **2. THE APPLICATION**

### **2.1 The Proposal**

This is a hybrid application seeking full planning permission for development comprising; Town Centre Car Park, Public House/Restaurant (Use Class A4) with ancillary managers accommodation, access roads, parking and servicing areas and landscaping and outline permission (with all matters reserved) for a commercial unit of up to 195 square metres (Use Class A1, A3, A5).

### **2.2 Documentation**

The planning application is supported the following documents/plans:

- Design and Access Statement prepared by IBI Group;
- Flood Risk Assessment prepared by Enzygo;
- Transport Assessment prepared by JMP;
- Arboricultural Survey prepared by Outline Trees;
- Preliminary Ecological Appraisal prepared by Torc Ecology;
- Ecological Impact Assessment prepared by Torc Ecology;
- Drainage Strategy prepared by ABA;
- Desk Study Report prepared by GEA;
- Phase 2 Site Investigation Survey prepared by GEA;
- Remediation Strategy Statement prepared by GEA;
- Topographical Survey prepared by SEP;
- Lighting Details prepared by Jenks Associates;

## **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 designated as a Retail and Leisure Allocation in the Halton Unitary Development Plan. The following policies within the adopted Unitary Development Plan are considered to be of particular relevance;

- BE1 General Requirements for Development;
- BE2 Quality of Design;
- BE18 Access to New Buildings Used by the Public;
- GE21 Species Protection;
- GE27 Protection of Trees and Woodlands;
- PR12 Development on Land Surrounding COMAH Sites;
- 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;
- TP15 Accessibility to New Development;
- LTC2 Development of Major Leisure and Community Facilities on the Edge of Designated Shopping Centres;
- TC1 Retail & Leisure Allocations.

### 3.3 Halton Core Strategy (2013)

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

- CS1 Halton's Spatial Strategy;
- CS2 Presumption in Favour of Sustainable Development;
- CS5 A Network of Centres;
- CS7 Infrastructure Provision;
- CS10 West Runcorn;
- CS15 Sustainable Transport;
- CS18 High Quality Design;
- CS19 Sustainable Development and Climate Change;
- CS22 Health and Well-Being;
- 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

No objections to the proposed development subject to conditions.

### 4.2 Lead Local Flood Authority

Based on an agreement being made with Peel Holdings to discharge the flows from the site into the Bridgewater Canal, no objection is raised.

### 4.3 Open Spaces – Trees

None of the trees on the application site are afforded statutory protection and the site is not located within a Conservation Area.

The site has been subject to vegetation clearance in the recent past, and now only contains trees on the steep embankment that leads down to the Bridgewater Canal. The remaining trees are not of great significance or in particularly good condition so could be removed and compensated for with replacement planting.

### 4.4 Contaminated Land

No objection subject to a condition with respect to the submission and agreement of a detailed remedial implementation plan, including method trials and a verification report upon completion.

### 4.5 Environmental Health

No observations received at the time of writing this report.

### 4.6 Street Lighting

No observations received at the time of writing this report.

### 4.7 Environment Agency

No objection in principle to the proposed development, however a number of conditions and informatives are suggested.

#### 4.8 Merseyside Environmental Advisory Service

The Preliminary Ecological Appraisal survey report has limitations because it has not been undertaken in accordance with current best practice and is not in accordance with current best practice and is not acceptable. They advise that two emergence and/or re-entry bat surveys are required **prior to determination**. Conditions have been suggested in relation to a lighting scheme that protects ecology, breeding bird protection, water vole protection and Japanese Knotweed eradication.

#### 4.9 Natural England

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected nature conservation sites or landscapes. Standing Advice is provided in relation to Protected Species, Green Infrastructure, Local Sites, Biodiversity Enhancements and Landscape Enhancements.

#### 4.10 National Grid

Their observations should be attached as an informative to any subsequent planning permission.

#### 4.11 Health & Safety Executive

The application site is within the consultation distance of a major hazard site and the Health & Safety Executive is a statutory consultee. The application details have been inputted into the HSE's planning advice web app (PADHI+) and they do not advise on safety grounds against the granting of planning permission in this case.

#### 4.12 United Utilities

United Utilities have no objection to the drainage strategy being proposed. A number of informatives are suggested.

### 5. REPRESENTATIONS

5.1 The application has been advertised by a press advert in the Widnes & Runcorn World on 31/12/2015, three site notices posted on 18/12/2015 along the site frontage and 16 neighbour notification letters sent on 17/12/2015.

5.2 Two representations have been received from the publicity given to the application.

5.3 One representation has been received from a member of the public who resides in the locality. A summary of the issues raised is as follows:

- HBC wasting money on a useless development.

- How are people from the town centre going to access the site or is it just for passing trade?
- The top row of houses in Ellesmere Street could be knocked down to facilitate a new shopping complex being built alongside the canal.

5.4 One representation has been received from the Bridgewater Canal Company Limited (BCCL) which is part of the Peel Group and owns and operates the Bridgewater Canal. A summary of the issues raised is as follows:

- Firstly considering the Physical Relationship between the Proposals and the Bridgewater Canal, they are seeking assurances regarding the integrity and safety of the Bridgewater Canal and also would like to consider the finer detail of the works to the existing pedestrian bridge to ensure it would not impact on the Bridgewater Canal or its users.
- The intention of the applicant to discharge surface water from the application site into the Bridgewater Canal via new outfalls is noted and discussions in relation to the consenting of any discharge are ongoing.
- Secondly considering the Use and Setting of the Bridgewater Canal, BCCL consider that new developments around the Bridgewater Canal is West Runcorn fully embrace the positive strategic opportunities that the Canal, its corridor and its setting present.
- The scheme has areas of green space fronting onto the southern bank of the Bridgewater Canal and that views across the Canal are to be opened up and enhanced. They note that improvements to the pedestrian bridge over the canal are proposed. These principles are welcomed.
- It is however likely that this development and improvement works will increase the usage of the canal towpath and increase BCCL's maintenance costs. They consider that the applicant should make appropriate contributions to the Canal's future maintenance and management in line with adopted policy objectives.

## **6. ASSESSMENT**

6.1 This is a hybrid planning application which essentially means that some parts of the proposal are being applied for in detail (Town Centre Car Park, Public House/Restaurant (Use Class A4) with ancillary managers accommodation, access roads, parking and servicing areas and landscaping) and other parts of the proposal (a commercial unit of up to 195 square metres (Use Class A1, A3, A5)) in outline format to establish the principle of these uses on the central part of the site as shown on the submitted plans.

**6.2 Full Planning Permission - Town Centre Car Park, Public House/Restaurant (Use Class A4) with ancillary managers accommodation, access roads, parking and servicing areas and landscaping.**

### Suitability of the Uses Proposed.

The site is designated as a Retail & Leisure Allocation in the Halton Unitary Development Plan.

Within Policy TC1 of the Halton Unitary Development Plan, the application site is referred to as Site 7 – Crosville Bus Depot – Runcorn Old Town with Leisure (D2), food and drink (A3) being appropriate uses. This particular policy was adopted back in 2005 at which point all the uses which now fall within Use Class A3 (Restaurants and Cafés), Use Class A4 (Drinking Establishments) and Use Class A5 (Hot Food Takeaways) were all within Use Class A3 (Food and Drink).

Firstly considering the Public House / Restaurant proposed which falls within Use Class A4, this is one of the appropriate uses referred to in the policy TC1 and is therefore a suitable use for the site and acceptable in principle.

Secondly considering the Town Centre Car Park proposed, the site is located on the edge of Runcorn Old Town as defined by the Unitary Development Plan Proposals Map and is connected to the Old Town by a footbridge over the Bridgewater Canal to which improvement works are proposed as part of this application. The proposed use is considered to be complementary to the Runcorn Old Town which is a focus for convenience, local and niche comparison and service retail and leisure uses. The creation of this additional car parking would also assist the future regeneration of the Runcorn Old Town. The proposed Town Centre Car Park is therefore considered to be acceptable in principle.

The detailed elements of this proposal are considered to be compliant with Policy TC1 of the Halton Unitary Development Plan.

### **6.3 Outline Planning Permission (with all matters reserved) for a commercial unit of up to 195 square metres (Use Class A1, A3, A5).**

#### Suitability of the Uses Proposed.

The site is designated as a Retail & Leisure Allocation in the Halton Unitary Development Plan.

The aspiration from the information submitted with the application appears to be for a national coffee shop operator to deliver a drive through unit on the site. The explanation behind the Use Classes sought is the mixed use nature of a coffee shop. The planning statement also indicates that the fallback position would be for a drive through fast food restaurant to be delivered on the site which would also fall within the Use Classes sought.

Policy TC1 indicates that uses which currently fall within Use Classes A3 and A5 are appropriate uses on the site however this does not extend to Use Class A1 which is also being sought by this application.



Policy CS5 of the Halton Core Strategy Local Plan designates Runcorn Old Town as District Centre and the application site as previously stated is adjacent to this. The policy states that “new retail or other town centre uses should be located within or on the edge of a defined Primary Shopping Area or Local Centre, appropriate to the scale of the proposal”. This proposal would fall within this definition and based on the limited amount of floorspace proposed (less than 200sqm), neither a sequential or impact assessment would be required in this case.

The outline element of the proposal is considered to be compliant with Policy TC1 of the Halton Unitary Development Plan and Policy CS5 of the Halton Core Strategy Local Plan.

#### 6.4 Location within West Runcorn Key Area of Change

Policy CS10 of the Halton Core Strategy Local Plan sets out how the development and regeneration of West Runcorn will be achieved over the Core Strategy period.

Through the improvements to the footbridge over the Bridgewater Canal linking the site to Runcorn Old Town and the new pedestrian crossing over the Daresbury Expressway, the proposal would improve accessibility and connectivity to the sustainable transport network in line with one of the principles of development set out in the policy.

The development of the application site would significantly enhance its appearance and improve relationships with the adjacent Daresbury Expressway and Bridgewater Canal.

The proposal seeks to make advantage of its location adjacent to the Bridgewater Canal through the positioning of the beer garden which is part of the public house proposal and the improved pedestrian links along with the footbridge improvements would have the potential to increase the leisure and recreational potential of the Bridgewater Canal.

A representation has been received from the Bridgewater Canal Company Limited (BCCL) who own and operate the Bridgewater Canal. This makes reference to Policy CS10 and considers that new developments around the Bridgewater Canal in West Runcorn should fully embrace the positive strategic opportunities that the Canal, its corridor and its setting present.

They welcome the improvements to the pedestrian bridge and the creation of the areas of green space fronting the southern bank of the Bridgewater Canal which would open up and enhance views across the Canal.

They consider that this development and the associated improvement will increase the usage of the canal towpath and will increase BCCL's maintenance cost. They therefore consider that the applicant should make appropriate contributions to the Canal's ongoing enhancement and maintenance. They note that this type of approach is endorsed in the Council's 2014 Infrastructure Plan.

Policy CS7 'Infrastructure Provision' of the Halton Core Strategy Local Plan is relevant. It is considered that this development proposal is located in a sustainable location which does generally make benefit of the existing infrastructure and seeks to make necessary improvements in the form of a new pedestrian crossing on Daresbury Expressway and improvements to the pedestrian bridge over the Bridgewater Canal. These improvements are within the application site and the developer would look to implement these. It is considered appropriate to secure the implementation of these improvements by condition.

It is acknowledged that the Council's 2014 Infrastructure Plan makes reference to "Improvements to the Bridgewater Canal at West Runcorn" and that this could be secured by Section 106 contributions from development / Community Infrastructure Levy. In respect of Community Infrastructure Levy, the Council has not introduced a charging schedule, however the use of Section 106 contributions remains an option where it is justified.

The purpose of the infrastructure provision is to encourage the increased use of the canal corridor for leisure and exercise. It is considered that the development proposal coupled with the infrastructure improvements which are part of the application would meet the purpose of the infrastructure provision set out in the Council's 2014 Infrastructure Plan and would ensure compliance with Policies CS7 and CS10 of the Halton Core Strategy Local Plan.

## 6.5 Highway Considerations

The application is accompanied by a Transport Statement which considers the highway impact of the proposed development.

The Daresbury Expressway / Thomas Jones Way junction provides vehicular access to the site. The signalised junction currently operates as a three armed junction with the northern stub access arm to the site being blocked. The signal junction has been designed so that signal heads and a right turn lane have already been installed to be utilised when the application site becomes active.

The site is well located for access by private car and as such is in an ideal location for a car park development with good pedestrian links to Runcorn Old Town. Although, by the nature of the development, the majority of customers will visit the site by car, the site is also accessible by sustainable modes.

Opportunities to cross the Daresbury Expressway in the vicinity of the site are limited and the proposal includes the creation of a new pedestrian crossing across the Daresbury Expressway which would link the Bridge Retail Park with the proposed uses on the application site and on to Runcorn Old Town.

The internal road layout is designed in a manner which ensures that users of the site including associated servicing can occur as justified by tracking drawings and no highway safety issues would result.

In relation to car parking, the Transport Statement acknowledges there is an over provision of car parking (59 spaces provided with 49 spaces being the maximum standard), however they seek to justify this on the basis that some customers may also make a walking trip to the town centre leaving their car in the pub car park and that the pub also has a significant outdoor dining area which the calculation regarding parking standards does not take account of. If the outdoor area were to be included, the maximum parking standard would not be exceeded. The Transport Statement also alludes to the fact that Marston's have hundreds of similar operations across the country and have an understanding regarding the demand for such parking provision. Based on the case made, it is considered that the level of parking provision proposed for the public house is acceptable.

Cycle parking in the form of 5no. Sheffield type stands is provided adjacent to the entrance of the Public House which be sufficient for cycle borne demand.

Access is reserved for future consideration on the outline application for the commercial unit of up to 195 square metres (Use Class A1, A3, A5), however the Transport Statement demonstrates that the proposed development (both outline and detailed proposals) can be accommodated without causing any highway issues.

The Council's Highway Officer concurs with the conclusions in the Transport Assessment and the detailed element of the proposal is considered to be acceptable from a highway perspective.

The introduction of Electric Charging Points or the necessary infrastructure should be considered in line with paragraph 35 of the National Planning Policy Framework. This has been put to the applicant for consideration.

The proposals are considered to be compliant with policies BE1, TP1, TP6, TP7, TP12 and TP15 of the Halton Unitary Development Plan and Policy CS15 of the Halton Core Strategy Local Plan.

## 6.6 Ground Contamination

The application is accompanied by a Desk Study Report, Phase 2 Site Investigation Survey and a Remediation Strategy Statement. Both the Environment Agency and the Contaminated Land Officer raise no objection to the proposed development subject to the attachment of a number of conditions.

The proposal is considered to be compliant with Policy PR14 of the Halton Unitary Development Plan.

## 6.7 Flood Risk and Drainage

The application site is located in Flood Zone 1 and is at low risk from flooding. The application is accompanied by a Drainage Statement. This document

has been reviewed by the Lead Local Flood Authority and is considered to be acceptable and has regard for the drainage hierarchy. The requirement for a detailed drainage strategy can be secured by condition.

This would ensure compliance with Policy PR16 of the Halton Unitary Development Plan and Policy CS23 of the Halton Core Strategy Local Plan.

#### 6.8 Waste Prevention/Management

Policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan are applicable to this application. In terms of waste prevention, a construction management plan will deal with issues of this nature and based on the development cost, the developer would be required to produce a Site Waste Management Plan. In terms of waste management, there is sufficient space for the storage of waste as well as access to enable collection.

#### 6.9 Biodiversity

The application is accompanied by a Preliminary Ecological Appraisal and an Ecological Impact Assessment.

The Local Planning Authority's (LPA's) Ecological Advisor – Merseyside Environmental Advisory Service - have advised that both surveys are acceptable, however the survey report has limitations because two of the trees that will be removed are identified as having bat roost potential. In line with Government guidance two emergence and/or re-entry bat surveys are required prior to determination. The survey and report are essential to determine if the Local Planning Authority needs to assess the proposals against the three tests (Habitat Regulations).

Conditions have been suggested in relation to the submission of a lighting scheme designed to protect ecology, breeding bird protection, water vole protection and Japanese Knotweed eradication.

Once the bat roost potential issue has been addressed, it is considered that the proposal would be compliant with Policy GE21 of the Halton Unitary Development Plan.

#### 6.10 Scale

The public house proposed would be part single storey and part two storey to accommodate the ancillary manager's accommodation at first floor. Based on the scale of the building proposed in this case, it is not considered that this would appear out of character with the surrounding area.

The detailed elements of the proposal are considered to be compliant with Policy BE1 of the Halton Unitary Development Plan.

In respect of the outline application for the commercial unit of up to 195 square metres (Use Class A1, A3, A5), scale is reserved for future consideration.

#### 6.11 Appearance

The proposed elevations for the public house show that it would be of an appropriate appearance with some variety in materials to add interest to the overall external appearance. A detailed palette of materials has been provided upfront with the application which is considered to be acceptable and it would be reasonable to attach a condition which secures the implementation of the scheme in accordance with the submitted details.

In terms of the Town Centre Car Park, this would be functional in appearance. Some provision has been made for shrub and tree planting adjacent to the parking area which would soften its appearance and is considered to be appropriate. The full detail of soft landscaping in this area has yet to be provided and its submission for approval would need to be secured by condition.

The detailed elements of the proposal are considered to be compliant with Policies BE 1 & BE 2 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan.

In respect of the outline application for the commercial unit of up to 195 square metres (Use Class A1, A3, A5), it is noted that some indicative elevations have been provided, however the appearance of the unit is reserved for future consideration.

#### 6.12 Landscaping & Trees

There are no Tree Preservation Orders on the application site and the only trees which remain are those located on the steep embankment which leads down to the Bridgewater Canal. It is indicated that these trees would be removed which would open up views of the canal. Replacement planting within the new scheme is proposed, however a detailed scheme is only provided for the public house and not for the Town Centre Car Park. The detailed landscaping scheme for the public house is considered to be appropriate and its implementation and maintenance should be secured by condition. The indicative landscaping scheme for the Town Centre Car Park is considered to be acceptable in principle and a condition which secures the submission of a detailed scheme for approval and its subsequent implementation and maintenance.

The detailed elements of the proposal are considered to be compliant with Policies BE 1 & GE27 of the Halton Unitary Development Plan.

In respect of the outline application for the commercial unit of up to 195 square metres (Use Class A1, A3, A5), both hard and soft landscaping associated with the unit is reserved for future consideration.

### 6.13 Site Levels

The application is accompanied by a topographical survey showing the existing site levels and plans which show proposed site levels. No significant changes to existing levels are proposed. Given the scale of the public house proposed and its relationship to the site boundary, it is considered that acceptable relationships would result and the site levels proposed are acceptable. It is suggested that a condition be attached securing the implementation in accordance with the proposed site levels.

The site levels for the detailed elements of the proposal are considered to be compliant with Policies BE 1 & GE27 of the Halton Unitary Development Plan. In respect of the outline application for the commercial unit of up to 195 square metres (Use Class A1, A3, A5), indicative site levels are shown on the submission, however this finer detail is reserved for future consideration.

### 6.14 Issues raised in representations not addressed above

Bridgewater Canal Company Limited (BCCL) are seeking assurances regarding the integrity and safety of the Bridgewater Canal and also would like to consider the finer detail of the works to the existing pedestrian bridge to ensure it would not impact on the Bridgewater Canal or its users. Some of the detail referred to would be secured by other conditions suggested and the developer has been forwarded their observations so they can liaise with BCCL as appropriate. An informative detailing BCCL's observations should be attached for information.

How the development is being funded is not material to the determination of this planning application.

The comment in relation to the top row of houses in Ellesmere Street could be knocked down to facilitate a new shopping complex being built alongside the canal is noted, however this application which proposes a new development on an existing Retail and Leisure allocation has to be considered on its merits.

Once the ecological issue raised in paragraph 6.9 is addressed, the application is recommended for approval subject to conditions.

## **7. RECOMMENDATIONS**

It is requested that delegated powers are given to the Operational Director – Policy, Planning & Transportation in consultation with the Chair or Vice Chair of the Development Control Committee to make the decision once the ecological issue raised by Merseyside Environmental Advisory Service is addressed.

The application is recommended for approval subject to the conditions suggested and any additional conditions required following the submission of further information and subsequent consultation.

## **8. CONDITIONS**

The suggested conditions are linked to the Illustrative Phasing Plan (Drawing Number 50351\_SP90)13).

### **Conditions applicable to all parts of the proposal.**

- Remediation Strategy – (Policy PR14);
- Verification Report – (Policy PR14);
- Unidentified Contamination – (Policy PR14);
- No piling or other foundation design using penetrative methods – (Policy PR14);
- Detailed Drainage Strategy – (Policy PR16 and CS23);
- Implementation of pedestrian crossing phase – (Policy BE1);
- Breeding Bird Protection – (Policy GE21);
- Lighting scheme to protect ecology – (Policy GE21);
- Water Vole Protection – (Policy GE21);
- Japanese Knotweed Eradication – (Policy GE21);
- Bridge works over Bridgewater Canal – (Policy BE1).

### **Conditions – Tenant Phase 1 – Public House.**

- Time Limit – Full Permission;
- Approved Plans;
- Facing Material – (Policy BE1);
- Hard Landscaping and Boundary Treatments – (Policy BE1);
- Soft Landscaping – (Policy BE1);
- Construction Management Plan – (Policy BE1);
- Implementation of Parking and Servicing – (Policy BE1);
- Implementation of Cycle Parking – (Policy BE1);
- Implementation of Bridgewater Access Phase – (Policy BE1);
- Site Levels – (Policy BE1).

### **Conditions – Tenant Phase 2 – Outline application for Commercial Unit.**

- Time Limit – Outline Permission;
- Submission of Reserved Matters;
- Implementation of Bridgewater Access Phase and Western Access Phase – (Policy BE1)

### **Conditions – Town Centre Car Park and Western Access Phase.**

- Time Limit – Full Permission;

- Approved Plans;
- Hard Landscaping and Boundary Treatments – (Policy BE1);
- Soft Landscaping – (Policy BE1);
- Site Levels – (Policy BE1);
- Construction Management Plan – (Policy BE1);
- Implementation of Bridgewater Access Phase and Western Access Phase before first use of Town Centre Car Park – (Policy BE1).

### **Informatives**

- Environment Agency Informative;
- National Grid Informative;
- United Utilities Informative;
- Bridgewater Canal Company Limited Observations.

## **9. 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
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

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.