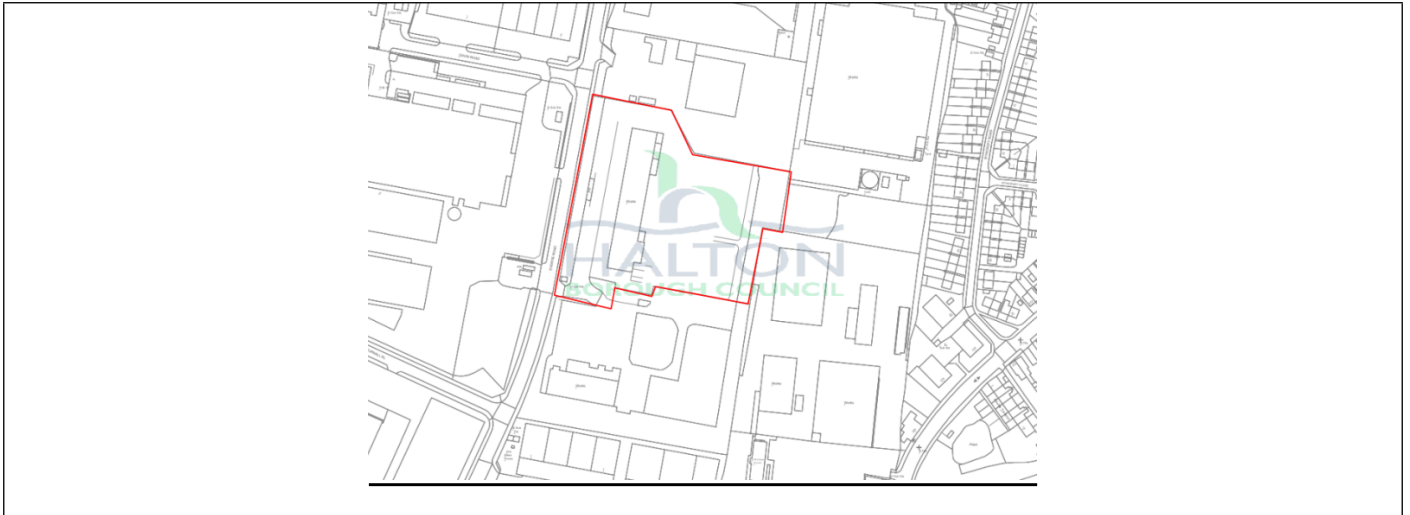


| | |
|--|--|
| APPLICATION NO: | 18/00405/FUL |
| LOCATION: | Land to the East of Everite Road, Widnes, Cheshire, WA8 8PT |
| PROPOSAL: | Proposed extension and refurbishment of existing industrial unit to create new unit within use classes B2/B8 together with a new two storey office facility and associated external works. |
| WARD: | Ditton |
| PARISH: | None |
| AGENT(S)/APPLICANT(S): | Davenport Architecture Ltd Hutchinson Engineering |
| DEVELOPMENT PLAN ALLOCATION: National Planning Policy Framework (2018) Halton Unitary Development Plan (2005) Halton Core Strategy (2013) Joint Merseyside and Halton Waste Local Plan (2013) | Primary Employment Area |
| DEPARTURE: | No |
| REPRESENTATIONS: | No representations received from the publicity given to the application. |
| KEY ISSUES: | Design, Amenity, Access, Ground Contamination, Noise |
| RECOMMENDATION: | Delegated Authority is sought for the Operational Director - Policy, Planning and Transportation in consultation with the Chair or Vice Chair of Committee to determine the application following the receipt of an amended plan dealing with the highway issues outlined and the consideration of the likelihood of bats being present on the site along with necessary surveys / mitigation. |
| SITE MAP | |



1. APPLICATION SITE

1.1 The Site

The application site is located fronting Everite Road, Widnes, an industrial area north of the A562 (Speke Road) and the “Mersey Multi Modal Gateway” (3MG). The site covers an area of 1.762ha.

The existing site is currently un-occupied and comprises a single storey steel portal frame warehouse building with profile sheet metal clad elevations and surrounding concrete and hard-core covered yard. The existing building has deteriorated into disrepair and forms the basis of the proposals. The existing access is via Everite Road.

The Applicant, Hutchinson Engineering, also owns the land to the south of the application site. Redevelopment of the application site would allow a seamless link with the current site.

Located to the north and west of the site are industrial buildings and land uses occupied by Fresco Environmental Ltd and Towngate Business Centre.

There are residential properties located to the north east of the site with the nearest dwelling located 125m from the site boundary.

The site is located within the Primary Employment Area as designated by the Halton Unitary Development Plan.

1.2 Planning History

The site was previously occupied by Merseyside Coating Limited who specialised in metal spraying and shot blasting. There have been a number of planning permissions at the site including permission for the display of signs

(2/24178/A), erection of warehouse unit (2/25363/FB) and application for a concrete batching plant (2/5141/F).

Planning application 12/00444/FUL for a metal recycling facility was previously refused at Development Control Committee on the grounds that the proposal would not provide sufficient enough screening to mitigate the obtrusiveness and visual intrusion to residents' outlook, this combined with the perception of the use was considered to be detrimental to the amenity of local residents. An appeal against the refusal of planning permission was made to the Planning Inspectorate. The appeal was allowed but the permission was not implemented.

2. THE APPLICATION

2.1 The Proposal

The application proposes to refurbish and extend the existing industrial unit to create new B2/B8 floor space together with a new two storey office facility with associated external works.

2.2 Documentation

The planning application is supported with the following documents:

- Design and Access Statement
- Industrial Noise Impact Assessment Report
- Phase I Desk Study Report
- Environmental Assessment Report
- Stage I Flood Risk Assessment
- Preliminary Tree Survey

3. POLICY CONTEXT

3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in July 2018 to set out the Government's planning policies for England and how these should be applied.

Paragraph 47 states that "planning law requires for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on application should be made as quickly as possible and within statutory timescale unless a longer period has been agreed by the applicant in writing".

Paragraph 11 and paragraph 38 state that plans and decisions should apply a presumption in favour of sustainable development and that local planning authorities should work in a positive and creative way, working pro-actively with applicants to secure developments that will improve economic, social and environmental conditions of their areas.”

Paragraphs 80-82 states the need for planning policies and decisions to be made to create conditions in which business can invest, expand and adapt. Significant weight to be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It encourages an adaptive approach to support local and inward investment to meet the strategic economic and regenerative requirements of the area.

3.2 Halton Unitary Development Plan (UDP) (2005)

The site is designated as a Primary Employment Area 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;
- BE22 Boundary Walls and Fences;
- GE21 Species Protection;
- GE27 Protection of Trees and Woodlands;
- PR2 Noise Nuisance;
- PR14 Contaminated Land;
- PR16 Development and Flood Risk;
- TP6 Cycling Provision as Part of New Development;
- TP7 Pedestrian Provision as Part of New Development;
- TP12 Car Parking;
- TP17 Safe Travel For All;
- E3 Primary Employment Area;

3.3 Halton Core Strategy (2013)

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

- CS1 Halton’s Spatial Strategy
- CS2 Presumption in Favour of Sustainable Development
- CS4 Employment Land Supply and Locational Priorities
- CS8 3MG
- CS18 High Quality Design
- CS19 Sustainable Development and Climate Change

- CS20 Natural and Historic Environment
- 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

The Highway Authority raises no objection to the proposed development subject to an amended plan showing the revised junction/access and pedestrian access.

Parking

The proposed development is considered to have satisfactory provision of parking. 75 parking bays are provided when the maximum UDP standard when applied would require in the region of 50. Although the provision exceeds this maximum the increase is acceptable and allows for continued development of the business and site future.

Electric Vehicle charging points are shown on the plan which is welcomed, a condition would be required to ensure this provision was met and the specification of the charge facilities.

Cycle storage is marked on the plan, approval of the specification should be sought by condition or additional information submitted.

Access by Sustainable Modes

There is good access to bus services to the North of the development on and within thresholds and generally walking provision in the area is satisfactory. A separate pedestrian access has been proposed linking to the footway, this should be designed to current accessibility guidance in terms of step design, handrail detail and tactile paving.

Given the existing use class of the site and location, the proposal does not raise concern over capacity or road safety. The proposal falls below the threshold for a transport statement. A full Construction Phase Management Plan should be submitted for approval prior to commencement of works.

4.2 Lead Local Flood Authority

It is noted the development is located in Flood Zone 1 and therefore the proposed use is compatible.

The Flood Risk Assessment states that there is no information about internal site drainage and that drainage plans and calculations will be prepared following permission. This will include proposals to ensure that potential surface water flooding issues identified on Environment Agency risk maps are addressed.

It has been established that there are no watercourses within the vicinity of the site, and the majority of the site is current hardstanding. It is stated that consultation/agreement with United Utilities to drainage strategy is still to be sought. It appears there is a surface water sewer located on Everite Road. Surface water drainage from the site would need to be disposed of in accordance with the drainage hierarchy.

The LLFA agree in principle with the submitted surface water summary and final recommendation, subject to the attenuation requirements set out for brownfield sites in a Critical Drainage area in Halton's Strategic Flood Risk Assessment (SFRA), and appropriate control of pollutants.

The LLFA therefore recommends that the development can be approved subject to a pre-commencement condition.

4.3 Contaminated Land

The Desk Study and Site Investigation completed in 2011 for the previous site owners has been re-submitted in support of this application. The submitted document has not taken into account how the assessment and recommendations with the old reporting relate to this proposed scheme.

The Council's Contaminated Land Officer has no objection, but if planning permission is approved the standard Land Contamination Condition should be applied to require the above point to be addressed.

4.4 Environmental Health

The following document submitted with the application has been reviewed:

- Hutchinson Engineering Industrial Noise Impact Assessment Report 25424/INIA1, 6 April 2018, Hann Tucker Associates

Whilst the application site is approximately 200m from the nearest residential property, it is surrounded by commercial land uses. The noise report adequately demonstrates that there should be no adverse impact on residents' amenity in accordance with Policy PR2 of the Halton Unitary Development Plan. Environmental Health would have no objections to this application.

4.5 Open Spaces

Trees

There are no trees afforded Statutory Protection at this location and the site is not situated within a Conservation Area. No tree survey or Arboricultural Impact Assessment has been provided for this application.

There are a number of trees on site which the application would seek to remove, and a number which the application seeks to retain and therefore may be affected by the proposal. The landscaping proposals outlined in the submitted document "Hut ENG DESIGN AND ACCESS STATEMENTLRp8-14" are acceptable but the Open Space Team would recommend that any works around trees which are to be retained meet the recommendations outlined in BS5837:2012.

Ecology

There are no formal ecological constraints associated with the proposal however we would advise that any trees or buildings that are scheduled for work are checked for bats and that all works comply with current bird nesting legislation.

4.6 United Utilities

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

United Utilities has no objection to the proposal subject to conditions.

4.7 Regeneration Team (Non-Town Centres)

The application seeks to create a modern industrial unit for the purpose of metal fabrication with associated office space for Hutchinson Engineering Widnes. It brings back into productive use 1,860m² of existing B2 industrial

space; as well as provide an additional 1,252m² of B2 space and 860m² of B(a) ancillary office space.

This application will secure the commercial and corporate headquarters, safeguarding in the region of 60 jobs and creating nearly 40 jobs (across the company).

This scheme represents an important investment supporting Council policy for the regeneration of Everite Road as a modern employment area which makes the most of its strategic location, and; the continued growth and success of Advanced Manufacturing, a key sector within both Halton and Liverpool City. For these reasons the Regeneration Team fully supports this Planning Application.

5. REPRESENTATIONS

5.1 The application has been advertised by a press advert in the Widnes & Runcorn Weekly News on 30/08/2018, a site notice posted on 24/08/2018 on Everite Road and 90 neighbour notification letters sent on 23/08/2018.

5.2 No representations have been received from the publicity given to the application.

6. ASSESSMENT

6.1 Principle of Industrial Development

The site is located within the established Everite Road Employment Area and forms part of the 3MG Ditton Corridor Regeneration Impact Area; as identified within the Council's Regeneration Plan, approved March 2017 and is also located within the Primary Employment Area as designated by the Halton Unitary Development Plan.

Policy E3 of the adopted Halton Unitary Development Plan indicates that development falling within Use Classes B1 (Business), B2 (General Industry), B8 (Storage and Distribution) and Sui Generis industrial uses will be permitted.

Previous planning consents for the site have authorised Class B2 and Class B8 Uses, therefore the proposed use is considered to be appropriate and in keeping with the history of the site. The principle of the development type has been established on site and also within the immediate surrounding area and therefore the proposed development would have a good relationship with the surrounding land uses, and is therefore in accordance with Policy E3 of the Halton Unitary Development Plan.

6.2 Layout

The proposed layout uses the existing building to define the extent of the proposals. The existing loading platform which runs parallel to Everite Road is used to form the line of the new extension, with the existing bank of parking butting up to the same.

To the southern corner are the proposed offices which will link with the existing Hutchinson Engineering site and provide a separate and safe access point for pedestrians and standard vehicles keeping them clear of the main HGV movements.

The existing northern entrance will be used solely for HGV movements entering and exiting the main rear yard. An internal control point will be provided which is set well within the site to allow any waiting vehicles to be clear of the main road.

The building layout is considered to be acceptable with the main industrial workshop areas to the rear of the site (existing) and the two storey office building, main entrance and pedestrian access to the front.

The layout of the proposed development is considered to be acceptable and compliant with Policies BE1 and BE2 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan.

6.3 Scale

The proposed scale of the warehouse element of the development reflects the site context and surrounding buildings, but is also set to meet the dimensions required of the proposed internal fit out. The proposed two storey office building exceeds the height of the existing warehouse building by approximately 1m, however this is considered to be acceptable given it would create a focal point at the corner of the site, displaying clearly the entrance and main feature of the building.

The proposal is acceptable in terms of scale and compliant with Policy BE1 of the Halton Unitary Development Plan.

6.4 Appearance

The building would be constructed as a portal frame building clad with a combination of vertically laid trapezoidal coated aluminium cladding, flat panel cladding and a through colour render system. The materials proposed would sit comfortably within the site location whilst contributing to a modern and contemporary addition to the area.

A simple pallet of colours are proposed with a number of grey tones used to define the gutters, doors, walls and roof. The main walls propose a mid-grey

with features being finished in a darker Anthracite grey and the company corporate colours adopted in certain areas.

The proposed elevations show that the building would be of an appropriate appearance with some variety in materials and texture to add interest to the overall external appearance. The scheme proposes an attractive modern unit which maximises opportunities to improve the frontage onto Everite Road, through incorporating a feature corner to the building elevation and enhanced landscaping.

The subsequent implementation of the external facing materials should be secured by condition. This would ensure compliance with Policies BE1 & BE2 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan.

6.5 Landscaping & Trees

There are no trees afforded Statutory Protection at this location and the site does not fall within a designated Conservation Area.

The front of the site facing Everite Road is bounded by a strong line of established trees which sit on a strip of overgrown shrubs and self-seeded hedges. The landscaped boundary is banked and slopes down from Everite Road into the site.

The majority of the site will be retained as existing but cleared and made good. The proposal is to clear the overgrown hedges and self-seeded trees and restore the main tree line. A new fence and fresh hedging will be planted to create a robust soft landscape buffer to the site.

A condition securing the submission of a detailed landscaping scheme, including details of new boundary fencing, the subsequent implementation and maintenance thereafter is considered reasonable. Details of Tree Protection Measures will also be secured by condition, to ensure protection of the existing trees to be retained. This would ensure compliance with Policies BE1, BE22 and GE27 of the Halton Unitary Development Plan.

6.6 Ecology

There are no formal ecological constraints associated with the proposal however the Council's Open Spaces Officer has advised that any trees that are scheduled for work are checked for bats. This has been requested from the applicant. A response is awaited. Delegated Authority is sought to ensure a satisfactory resolution to this matter.

It is also advised that all works comply with current bird nesting legislation (Wildlife & Countryside Act 1981 Part 1 Section1 (1) with amendments). It is considered reasonable to attach a condition to ensure the protection of

Breeding Birds, this would ensure compliance with Policy GE21 of the Halton Unitary Development Plan and Policy CS20 of the Halton Core Strategy Local Plan.

6.7 Site Levels

Although there is a change in land levels across the site, it is considered that appropriate relationships can be achieved in terms of appearance and relationships to existing roads.

It is considered reasonable to attach a condition which secures the subsequent implementation of the proposed site levels. This would ensure compliance with Policy BE1 of the Halton Unitary Development Plan.

6.8 Regeneration of Everite Road Employment Area

The 3MG Ditton Corridor Regeneration Impact Area occupies a strategic location on the 'Speke Approaches' and encompasses the Mersey Multimodal Gateway logistics hub, it also has a number of areas of vacant and underutilised land and buildings in need of renewal and modernisation (including Everite Road).

Looking to the future, the 3MG site has further potential to deliver a large quantum of employment development. Policy CS8 of the Core Strategy states that development opportunities in the employment areas immediately surrounding 3MG should seek to complement but not duplicate the employment offer of the site, whilst also protecting the amenity of existing and future residents. It is considered that the proposed scheme does this and is therefore in accordance with Policy CS8 of the Halton Core Strategy.

6.9 Highway considerations

The proposed layout of the site is considered to be acceptable with regards to highway safety. The separate northern entrance to the site for HGV vehicles only is considered to mitigate any potential highway safety issues. Although the formalisation of the access arrangements at the southern entrance shown on the submitted plans is welcomed, there are a number of issues with the proposal that are required to be amended prior to determination.

The main entrance that currently serves the existing Hutchinson Engineering neighbouring site to the south will be altered to allow formal, safe access to the application site. The existing gate to the southern site should be re-sited to allow any vehicles to wait without overhanging onto the entrance to the application site. Tracking should also be provided to show the proposed access functions.

The alignment of the access requires amending to allow for the priority movement to be accessed and egressed from the development site with a more formal junction arrangement serving the southern units.

The above points have been relayed to the applicant, and submission of an amended plan addressing the comments is expected prior to Development Control Committee Meeting. Delegated Authority is sought to ensure a satisfactory resolution to this matter.

A separate pedestrian access has been proposed linking to the footway, this should be designed to current accessibility guidance in terms of step design, hand rail detail and tactile paving. Details of which can be secured by condition.

The proposed development is considered to have sufficient provision of parking. Two Electric Vehicle Charging Points together with covered cycle storage are proposed, details of which will be secured by condition together with the subsequent implementation and maintenance thereafter.

A construction management plan is required prior to the commencement of development. The submission and implementation of an appropriate construction management plan can also be secured by condition.

Subject to the receipt of an amended plan addressing the comments made by the Highway Authority, the proposal is considered to be acceptable from a highway perspective compliant with Policies BE1, TP6, TP7, TP12 & TP 17 of the Halton Unitary Development Plan.

6.10 Ground Contamination

The application is supported by a Desk Study and Site Investigation completed in 2011 for the previous proposal.

The Council's Contaminated Land Officer raises no objection to the proposal subject to the attachment of a standard Land Contamination Condition.

This would ensure compliance with Policy PR14 of the Halton Unitary Development Plan.

6.11 Flood risk and drainage

The application site is located in Flood Zone 1 and therefore the proposed use is compatible.

The Flood Risk Assessment states that there is no information about internal site drainage and that drainage plans and calculations will be prepared following permission. This will include proposals to ensure that potential surface water flooding issues identified on Environment Agency risk maps are addressed.

It has been established that there are no watercourses within the vicinity of the site, and the majority of the site is current hardstanding. Surface water drainage from the site would need to be disposed of in accordance with the drainage hierarchy.

The LLFA agree in principle with the submitted surface water summary and final recommendation, subject to the attenuation requirements set out for brownfield sites in a Critical Drainage area in Halton's Strategic Flood Risk Assessment (SFRA), and appropriate control of pollutants.

The LLFA therefore recommends that the development can be approved subject to a pre-commencement condition. This would ensure compliance with Policy PR16 of the Halton Unitary Development Plan and Policy CS23 of the Halton Core Strategy Local Plan.

6.12 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 110 which states that to further enhance the opportunities for sustainable development any future developments should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

The proposal has made provision for two Electric Vehicle Charging Points within the car park area to the front of the building therefore a condition requiring the submission of specification details of the charging points and subsequent implementation is considered reasonable.

The attachment of the condition above will ensure compliance with Policy CS19 of the Halton Unitary Development Plan.

6.13 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. The submission of a Waste Audit/Site Waste Management Plan should be secured by condition.

7. CONCLUSIONS

In conclusion, the proposal makes a positive contribution to the renewal of Everite Road as a modern industrial and employment area.

It brings a large derelict brownfield site, which is visible through extensive frontage onto Everite Road, back into productive use.

This scheme will enhance the wider environment and make it more attractive; helping to stimulate further regeneration and investment within the area and help safeguard local employments.

The beneficial and efficient use of existing employment land supports Halton's Spatial Strategy (Policy CS1) of a 'Brownfield Focus' and (Policy CS4) of Employment Land Supply.

Subject to the submission of satisfactory information in relation to highways and ecology the scheme is compliant with the Development Plan.

8 RECOMMENDATIONS

Delegated Authority is sought for the Operational Director - Policy, Planning and Transportation in consultation with the Chair or Vice Chair of Committee to determine the application following the receipt of an amended plan dealing with the highway issues outlined and the consideration of the likelihood of bats being present on the site along with necessary surveys / mitigation.

9 CONDITIONS

Should the application be approved, the following conditions are likely to be attached to any permission and would be subject to additional conditions in relation to the outstanding matters.

1. Time Limit – Full Permission
2. Approved Plans
3. Implementation of Proposed Site Levels (Policy BE1)
4. Implementation of External Facing Materials (Policies BE1 and BE2)
5. Soft Landscaping Scheme (Policy BE1)
6. Boundary Treatments Scheme and Details (Policy BE1 and BE22)
7. Tree Root Protection Measures (Policy GE27)
8. Breeding Birds Protection (Policy GE21)
9. Ground Contamination (Policy PR14)
10. Hours of Construction (Policy BE1)
11. Drainage Strategy (Policy PR16)
12. Foul and Surface Water of a Separate System (Policy PR16)
13. Construction Management Plan (Highways) (Policy BE1)

14. Electric Vehicle Charging Points Scheme and Implementation (Policy CS19)
15. Cycle Storage Details and Implementation (Policy BE1)
16. Provision and Retention of Parking Revised Junction/Access and Pedestrian Access Constructed in Accordance with Approved Plans (Policy BE1)
17. Pedestrian Access, steps, Handrail and Tactile Paving Details and Implementation
18. Waste Audit/Site Waste Management Plan

10 INFORMATIVES

1. Highways Informative
2. United Utilities Informative

11 SUSTAINABILITY STATEMENT

As required by:

- The National Planning Policy Framework (2018);
- 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 and in accordance with Policy CS2 of the Halton Core Strategy.