

APPLICATION NO:	19/00534/FUL
LOCATION:	Appleton Village Pharmacy, Appleton Village, Widnes, Cheshire.
PROPOSAL:	Proposed demolition of existing pharmacy and construction of mixed development comprising 12no. two bedroom apartments and commercial unit (Use Class A1) at ground floor together with associated parking, landscaping and ancillary works.
WARD:	Appleton
PARISH:	None
AGENT(S) / APPLICANT(S):	Constructive Thinking Studio Ltd. Mr Nasr, Appleton Village Pharmacy.
DEVELOPMENT PLAN ALLOCATION:	Primarily Residential Area
National Planning Policy Framework (2012)	
Halton Unitary Development Plan (2005)	
Halton Core Strategy (2013)	
Joint Merseyside and Halton Waste Local Plan (2013)	
DEPARTURE	No.
REPRESENTATIONS:	three representations received from the publicity given to the application.
KEY ISSUES:	Design, Amenity, Affordable Housing, Open Space, Drainage, Access, Ground Contamination, Parking and highway issues.
RECOMMENDATION:	Grant planning permission subject to conditions and the securing of a commuted sum in lieu of on-site open space provision either by an upfront payment prior to the determination of the application or by a S106 agreement.

1. APPLICATION SITE

1.1 The Site

Site of approximately 0.152 Ha in area currently occupied by Appleton Village Pharmacy and associated car parking which is located at Appleton Village, Widnes.

Land to the north and east of the site is predominantly residential development including an apartment block of 24 apartments currently nearing completion, approved by permission 17/00389/FUL, by the same developer. The application site also includes land associated with that development to allow for amendments to parking and servicing. That development will be accessed through the current application site,

Located to the west of the site is a Council car park with St Bede's Church and St Bede's RC Infant and Junior School located beyond this.

Located to the south of the site is a mix commercial buildings and uses accessed from Appleton Village and Deacon Road.

The site is located within the Primarily Residential Area as designated by the Halton Unitary Development Plan.

2. THE APPLICATION

2.1 The Proposal

The application proposes the demolition of an existing pharmacy building and the construction of 12no. two bedroom apartments with a commercial unit (Use Class A1) at ground floor together with associated parking, landscaping and ancillary works. The proposals also include provision for the reconfiguration of parking and associated servicing of a previously approved residential scheme to the rear of the site to maximise parking provision across both schemes. The proposed ground floor retail unit is identified as a replacement for the existing pharmacy being demolished. Whilst the application is for a commercial unit (Use Class A1) the applicant has agreed to a condition to be attached to any planning permission to restrict the use to a pharmacy and limit the area of retail floor space, open to the public, to that shown on the submitted plans. Whilst this will allow the planning authority a degree of control over the future use, it does not preclude future changes of uses being considered acceptable on their merits.

Members should also note that when the application was originally submitted, permission was sought for 17no. one and two bedroom apartments. However, during the processing of the application, the amount of development sought has reduced in an effort to overcome officer concerns regarding design parking and servicing.

2.2 Documentation

The planning application is supported by the following documents:

- Design and Access Statement;
- Noise Report;
- Transport Statement;
- Site Investigation/ Remediation Reports;
- Drainage Strategy

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 Primarily Residential 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;
- PR7 Development Near to Established Pollution Sources;
- PR14 Contaminated Land;
- PR16 Development and Flood Risk;
- TP6 Cycle Provision as Part of New Development;
- TP7 Pedestrian Provision as Part of New Development;
- TP12 Car Parking;
- TP15 Accessibility to New Development;
- TP17 Safe Travel For All;
- TC5 Design of Retail Development;
- TC6 Out of Centre Retail Development;
- H3 Provision of Recreational Greenspace;
- H8 Non Dwelling House Uses

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;
- CS3 Housing Supply and Locational Priorities;
- CS5 A Network of Centres
- CS12 Housing Mix;
- CS13 Affordable Housing;
- CS15 Sustainable Transport
- CS18 High Quality Design;
- CS19 Sustainable Development and Climate Change;
- 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.

3.5 Supplementary Planning Documents (SPD)

- New Residential Development Supplementary Planning Document
- Designing for Community Safety Supplementary Planning Document
- Draft Open Spaces Supplementary Planning Document

4. **CONSULTATIONS**

The application was advertised via the following methods: site notices posted near to the site, press notice, and Council website. Surrounding residents and landowners were notified by letter.

The following organisations were consulted and any comments received have been summarised below in the assessment section of the report:

External Consultees:

Cheshire Constabulary - Designing Out Crime Officer

Council Services:

Highways
Lead Local Flood Authority
Contaminated Land Officer
Environmental Health Officer

5. REPRESENTATIONS

5.1 A total of three representations from neighbours have been received from the publicity given to the application. A summary of the issues raised is below:

- Amount of development in area/ on the site
- Highway safety and conflict with existing school/ nursery uses
- Living conditions/ outlook of future occupiers
- Noise/ dirt from previous phase would be repeated
- Scale of development out of character
- Parking and overflow to surrounding streets
- Lack of bin storage/ electric vehicle charging
- Smaller pharmacy proposed leading to potential reduction in services
- Sign off of pharmacy relocation has not been secured

6. ASSESSMENT

6.1 Principle of Residential Development

The site is located within the Primarily Residential Area as designated by the Halton Unitary Development Plan. Residential development is therefore considered acceptable in principle. It is also noted that an earlier phase of development was previously approved for residential development on the rear portion of the site (ref. 17/00389/FUL) which is nearing completion. The proposals also include provision of a commercial unit (use class A1) at ground floor following demolition of an existing pharmacy on the site. That existing pharmacy was previously approved by planning permission 13/00381/COU to “retain change of use from offices (Use class B1) to a chemist/pharmacy and new shop”. Whilst the principle of such use on the site has previously been established, that planning permission was subject to a condition restricting retail floor space to 136m². In order to secure a similar level of control it is considered reasonable to restrict the use and available retail floor space open to members of the visiting public and customers to the area currently identified on the submitted plans as detailed above.

On that basis the principle of development is considered to have been established and is acceptable in principle.

6.2 Highway Considerations

The application is accompanied by a Transport Statement. The Council's Highways Officer has advised as follows:

Background

A previous permission for the site conditioned the retention of ten dedicated spaces for the pharmacy and required an additional 30 car parking spaces plus cycle parking to serve the residential units. The residential provision was a mixture of twenty four one and two bedroomed flats. These were assessed at

a parking ratio of 1.5 spaces per unit. Whilst this required 36 residential spaces and 10 for the pharmacy this was relaxed to 30 spaces plus 10 given the pharmacy parking at night would not be in use. The final approved plan provided 34 parking spaces plus the additional 10 for the pharmacy.

This current application proposes the demolition of the pharmacy and the erection of 16 two bedroomed apartments, 1 one bedroom apartment and a commercial unit of 80 square metres.

VEHICLE PARKING

The proposal involves the demolition of the existing pharmacy and its 80sqm replacement construction. This would allow the removal of the conditioned 10 car parking spaces for the pharmacy with a requirement for 4 spaces to be dedicated for sole use of the pharmacy based on the standards in Appendix 1 of the UDP for an 80sqm unit.

Based on the same standards using 1.5 spaces per dwelling as an appropriate standard for 2 bed dwellings (between family and single bed at 2 and 1 space respectively) the residential aspect of the application would require an additional 25 car parking spaces creating a requirement of 29 additional car parking spaces. (The 4 car parking spaces for the commercial unit would need to be set separate, and identified clearly as for the sole use of retail customers).

Coupled with the existing residential block the total parking requirement for the site, including existing residential block, would be 59 car parking spaces. A minimum of two of these would need to be capable of Electric Vehicle charging and with 10% disabled parking. Recent site observations have indicated an increase in on road and pavement parking in Appleton Village. The demand for parking at peak times due to the schools and nursery is very high and impedes the pedestrian access through the Village. A reduction in parking standards at a location with such an acute demand and high numbers of children would be unacceptable.

The Transport Statement provides Trip Rate calculations based on residential locations with apparent similarities in scale and type. From the locations presented it is clear that many are retirement blocks or catered for specific residential types which affects the car ownership. As such the data presented cannot be deemed as representative of the development proposed in regard to traffic movements.

The applicant states that the National Census data in regard to car ownership. This data is currently nine years old and may not provide an accurate representation for the area generally. This information however does not reflect local variations and the demand for visitor parking.

CYCLE PARKING PROVISION

It is noted that the cycle parking provision which was agreed within the previous application has been removed and replaced with bin storage on the most recent

application. The Transport Statement provided states that the cycle storage is provided as part of the development though I could not find it identified on any of the plans provided. As well as the cycle parking for the existing block it would be necessary to increase the provision to cater for the proposed tenants. As such we would require cycle parking to be included and replaced which would be covered, secure and located in a visible, safe and convenient location. This would need to be sufficient to serve both buildings in terms of numbers and location.

SUMMARY AND HIGHWAY AUTHORITY DECISION

The Highway Authority would recommend the current application for refusal. The reason for this is that the present planning application does not adequately provide the necessary parking requirement for a development of this scale. The parking requirement is already a relaxation from the Council's UDP standards based on assessments for other similar developments within the Borough and within the Village itself. The previous parking provision (Planning Application number 17/00389/FUL) of 30 spaces itself was a reduction of an already relaxed parking standard and therefore it could not be deemed that the Highway Authority were not having regard to current guidance. The Transport Statement makes reference to guidelines set out in PPG13 which has now been superseded by NPPF guidance.

Planning Permission 17/00389/FUL granted for the first residential development on the site set a requirement for 36 car parking spaces with the developer providing 34 to service 24 apartments and 10 spaces set aside for the use of the pharmacy (12 x one bed and 12 x two bed).

The latest application proposes an additional residential block of a further 17 apartments (16 two bed and 1 x 1 bed) and a smaller retail unit but proposes a reduced overall parking provision of just 31 spaces to now serve 41 apartments and a retail unit. If we remove the four spaces necessary to serve the retail unit this equates to a residential parking provision of 27 spaces serving 41 apartments.

The UDP sets out parking standards of 2 spaces per family dwelling and 1 space per 1 bed dwelling. The application, if approved would provide a total of 28 two bed apartments and 13 X 1 bed apartments requiring a maximum parking provision on the site overall of 69 spaces plus 4. Assessed on its merits and on the principle of a relaxed standard used commonly within the borough, where sites have good accessibility by other modes, the Highway Authority would require a minimum parking standard of 1.5 spaces per 2 bed unit and 1 space per single bed requiring a parking provision of 55 car parking spaces plus 4 additional spaces set aside for use by the retail element. The site as a whole creates an overall requirement of 59 spaces. The new proposed block therefore would need to secure 29 parking spaces to be deemed acceptable.

Given the reduction in size of the Pharmacy there has been a 60% reduction in the parking requirement. It could be argued that the demand for the service

itself has not reduced putting further demand on the availability of local parking where there is already high demand. As such the maximum UDP Parking standard here of 4 spaces would be deemed necessary. Although there is a public car park in the vicinity of the site as mentioned in the Transport Statement we do not consider this to offset the need for additional onsite parking provision as it is currently operating at capacity. There are existing parking restrictions along Appleton Village in the vicinity of the site entrance and this limits the current on street parking although site observations were that customers frequently parked on the existing yellow lines whilst dropping and picking up.

Appleton Village is a busy road with very high demand for parking and is a destination for many road trips especially at peak times. The Village is served by a children's nursery, a reception school and a junior school as well as the entrance to Victoria Park, a doctor's surgery, two social clubs, and a church. Appleton Village is also part of an extensive £1.3 million European funded sustainable transport corridor scheme. Funding was approved to create a dedicated safe, segregated cycle and walking route from the borough boundary in the north of Widnes down to the Silver Jubilee Bridge in the south. This will have the effect of highway changes in the Village including junction alterations to improve crossing points, a controlled pedestrian crossing point, narrowed running lanes and restrictions on the availability of on road parking to allow for the wider footways/ cycleways to be constructed. As such the Highway Authority would consider the development in its proposed form would pose an unacceptable impact on highway safety as per paragraph 109 of the National Planning Policy Framework and prove to be detrimental to the sustainable travel corridor aimed at improving safe travel for pedestrians and cyclists. The Highway Authority do not consider the application provides sufficiently for the parking requirement or the safety of other highway users within the Village and therefore highway safety is the paramount concern in the decision.

The plans provided have removed the cycle storage provision which was agreed as part of the previous planning permission.

Whilst I have read the applicants mitigation against an under provision of parking such a significant under provision of parking would have a negative impact upon the Village in regard to parking and accessibility and presents an unacceptable risk to Highway safety. The Village is proposed for the imminent construction of a safe and sustainable cycle route and given the high number of children and families within the Village, we would consider the overall shortfall in parking provision would present an unacceptable impact upon highway safety.

*Based on the above Halton Borough Council's Highway Authority would **recommend this application for refusal**; on the grounds of highway safety under policy TP17 and BE1c, and parking provision under TP12, of the UDP.*

It is also noted that a number of objections received relate to the perceived overdevelopment of the site, lack of parking and conflict with other users of Appleton Village. It is also noted that the Highway Officers comments related

to an earlier iteration of the scheme for 17 apartments (16 two bed and 1 x 1 bed). Whilst the scheme has been further reduced to reduce the number of residential units to 12 no. 2 bed apartments, it is acknowledged that this is unlikely to significantly affect the stated advice and conclusions of the Highways Officer.

Given their interrelationship and that the scheme includes provision to alter the previously approved parking provision, it is considered appropriate to consider overall parking provision across the scheme. Based on the above advice from the Highways Officer and having regard for the subsequent loss of units, it is assumed that the requirement to remove the highways objection would be 52 including 4 spaces for the proposed retail unit. This is based on a ratio of 1 space per one bed unit and 1.5 spaces per two bed unit.

The current scheme makes provision for 37 parking spaces for an overall development of 36 apartments (12 no. one bed and 24 no. two bed) and the proposed retail unit and a deficiency of 15 spaces based on Highways Officer advice.

Members should note that a previously approved scheme of recently completed nearby flats on St Bede's View, Appleton Village were granted permission in 2007 with a mixture of one and two bedroom apartments. Here 36 apartments consisting of 22 one bed apartments and 14 two bed were given permission with a parking provision of 40 spaces. This considered 100% parking provision for the one bedroomed apartments and 1.25 spaces for the 2 bedroomed apartments was deemed an appropriate level of parking. A precedent therefore exists in the area for accepting a reduced level of parking provision.

Applying the same standard as applied at St Bedes this would reduce parking requirement to 46 (including pharmacy provision) which would represent a deficiency of 9 spaces albeit on an already relaxed standard.

The site is considered to be a highly sustainable location in close proximity to the town centre, local facilities including parks and public transport including bus stops and the train station. The proposed pedestrian and cycle improvements in the area highlighted within the Highways Officer response will further improve connectivity by alternative means of transport other than the car. Provision does exist within highways legislation to restrict on street parking where problems exist and the planning authority can only work on the basis that any such restrictions can be enforced.

It is considered that sufficient scope exists for access and servicing of the proposed uses and for cycle parking provision within the scheme. On that basis it is not considered that refusal of planning permission could be sustained on these grounds especially when weighed against the benefits of the scheme in terms of needed housing provision and the visual improvements to the site.

6.3 Layout

The proposed site and internal building layout has been amended in line with officer advice. The building is now considered to be appropriately located within the site having regard to securing appropriate access and providing an active frontage to Appleton Village and the internal access road. The reduction in number of apartments and removal of ground floor apartments has resolved issues relating to providing a satisfactory outlook for future residents of the proposed building. More appropriate provision is now made within the scheme for servicing and refuse storage and collection as well as cycle storage. Appropriate separation distances are considered to be provided to existing surrounding uses securing appropriate levels of amenity for existing and future residents and uses.

With regard to private outdoor space, the Design of Residential Development Supplementary Planning Document states that flats/apartments are required to ensure that there is a private outdoor space appropriate to the size of the development and as a guide, 50sqm per residential unit should be used. The previous phase of residential apartments to the rear of the site was designed to include a shared garden area which was deemed acceptable for use by residents of that building. It is not known whether future occupiers will be allowed use of that garden area which is in the same land ownership. Notwithstanding that, the proposed is within easy walking distance of Victoria Park and it is not considered that refusal of planning permission could be justified with respect to any shortfall in amenity space.

The layout of the proposed development is considered to be acceptable and compliant with Policies BE 1 & BE 2 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan.

Scale

Members will note that some representations have been received raising concerns that the proposed scale of development and that this would be out of character with the area.

It is noted however that the area is on the edge of a relatively high density residential area and that there are a number of other three storey developments in this area. These include the recently completed apartment development at St Bede's View as well as the recently constructed apartment block to the rear of the site. There is a variety of property types and styles in the locality and it is not considered that the proposed three storey apartment block would be out of character with the area.

The proposal is considered to be acceptable in terms of scale and compliant with Policy BE 1 of the Halton Unitary Development Plan.

6.4 Appearance

The scheme as submitted has been amended in line with officer advice. This has resulted in a more active frontage to Appleton Village including better detailing and fenestration at the upper floors. The proposed building is considered to be of a character suited to the site and wider area and will result in a significant enhancement that this part of the site contributes to the area compared with the existing. The submission of precise external facing materials and their subsequent implementation should be secured by condition.

This would ensure compliance with Policies BE 1 & BE 2 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan.

6.5 Landscaping & Trees

There are no Tree Preservation Orders in force at this site and the site does not fall within a designated Conservation Area. There is currently no landscaping of merit on the site.

Indicative landscaping and boundary treatments details are shown on the site plan which accompanies the application. The scheme has been amended in line with officer advice to maximise the limited opportunities for planting within the scheme including to the frontage with Appleton Village.

Conditions securing the submission of a detailed landscaping scheme, including tree planting, subsequent implementation and maintenance thereafter and securing the submission of a detailed boundary treatment scheme is considered reasonable.

This would ensure compliance with Policies BE1, BE22 and GE27 of the Halton Unitary Development Plan.

6.6 Designing Out Crime

Cheshire Constabulary Designing Out Crime Officer has provided a number of comments and recommendations with the aim of improvement in terms of a secured by design perspective. The key points of that advice can be summarised as follows:

- Large windows can attract antisocial behaviour and suggest planting to deter people coming closer
- Security issues relating to porch area and areas to the side of the building
- Need for landscape maintenance
- Need for quality access control to secure areas
- Need for adequate boundary treatments

Landscape maintenance and access control are matters for the owner, boundary treatments will be secured by planning condition and security issues associated with the porch and side areas are considered to have been improved as a result of amendments to the scheme. With respect to the large

windows, through the amendments secured to the scheme these now serve only the pharmacy and shared space areas and not the residential units. As such significant improvement has been secured in this regard and any issues must be balanced against the benefits of provide an active retail frontage. The comments of Cheshire Constabulary can be attached to any planning permission by means of informative. The proposals do not include any detail of proposed roller shutters or other such security. It is considered that this can be restricted by condition.

6.7 Site Levels

Based on the site's topography, it is considered that appropriate relationships can be achieved in terms of light, privacy, appearance and relationships to existing roads.

It is considered reasonable to attach a condition which secures the submission of existing and proposed site levels for approval and their subsequent implementation.

This would ensure compliance with Policy BE 1 of the Halton Unitary Development Plan.

6.8 Noise

The application is accompanied by an Environmental Noise Assessment due to the proposed apartments being in a mixed use area with noise sources such as a commercial garage to the south and road traffic to the west.

The report identifies that mitigation measures are required in the form of glazing and ventilation to the windows located in living rooms and bedrooms. The Council's Environmental Health Officer has considered the application in respect of noise to future residents. They confirm that internal environment to the apartments has been appropriately assessed, taking into account the existing noise environment and that this clearly demonstrates that internal noise levels compliant with BS8233:2014 can be achieved with the windows closed, but also indicates that acceptable noise levels can be achieved with the windows open.

The proposed A1 use has not been specified and no details of refrigeration or air conditioning units that may be associated with such uses have been provided. It is considered that such installations can be restricted by appropriately worded planning condition. The Council's Environmental Health Officer has confirmed that no objections are raised to the proposed development.

The attachment of conditions securing the implementation of the recommended noise mitigation measures and restricting external mechanical plant is considered reasonable. On this basis the proposals are considered to be compliant with Policy PR7 of the Halton Unitary Development Plan.

6.9 Affordable Housing

Policy CS13 of the Halton Core Strategy Local Plan states that affordable housing units will be provided , in perpetuity, on schemes including 10 or more dwellings (net gain) or 0.33 hectares or greater for residential purposes.

The applicant has yet to provide a scheme which demonstrates compliance with the Council's affordable housing policy however they are prepared to accept a condition attached to a subsequent planning permission which secures such provision. It considered reasonable to attach a condition which secures the submission of a scheme, its subsequent implementation and maintenance thereafter.

Subject to the proposed condition the proposal is considered to be compliant with Policy CS 13 of the Halton Core Strategy Local Plan and the Affordable Housing Supplementary Planning Document.

6.10 Open Space

The requirements for the provision of recreational greenspace within new residential developments are set out in Policy H3 of the Halton Unitary Development Plan.

It has been identified that there are open space deficiencies within the area across a number of open space typologies and no open space provision is proposed on-site. In the absence of any form of viability appraisal, a commuted sum in lieu of on-site provision is appropriate which can be secured by way of upfront payment or be secured by a S106 agreement.

Subject to such payment of a commuted sum in lieu of on-site provision / securing of such provision by S106 agreement, it is considered that the proposal would provide sufficient residential greenspace to meet the local needs of the people living there in compliance with Policy H3 of the Halton Unitary Development Plan.

6.11 Ground Contamination

The application as originally submitted was accompanied by a Phase I Desk Study Report and Phase II Ground Investigation Report.

The Council's Contaminated Land Officer has reviewed these submitted documents. Whilst no objection is raised in principle, a pre-commencement condition is required to cover the submission of a remediation strategy, setting how the recommendations of the risk assessment are to be implemented as part of the scheme, and a methodology for dealing with unexpected contamination if encountered during the development. A condition requiring the pre-occupation submission of a verification report (demonstrating that the objectives of the remedial strategy have been met) will also be necessary.

The applicant has since submitted a remediation strategy document, which is currently being reviewed. It is considered that any outstanding remediation strategy and/ or appropriate validation to ensure any ground contamination is dealt with appropriately can be properly secured by condition attached to any planning permission to ensure compliance with Policy PR14 of the Halton Unitary Development Plan.

6.12 Flood Risk and Drainage

The application site is located in Flood Zone 1 but within a Critical Drainage Area a Flood Risk Assessment would be required for this development. The LLFA has advised that treatment of the current and future surface water risk will need to be considered through a drainage strategy including threshold levels/ compensatory storage etc and that consideration should also be given to any river (fluvial) risk. The drainage strategy should also demonstrate compliance with the SUDS hierarchy and appropriate discharge rates calculated for 1, 30 and 100yr flood events for use in the drainage design. In line with NPPF it is advised that this should be attenuated to greenfield rates for greenfield sites/site area, and as close as possible to greenfield rates for brownfield areas (Halton BC SFRA requires minimum 50% reduction from existing in Critical Drainage Areas, which this site lies in) with allowance made for climate change.

The applicant has submitted a drainage strategy and plan which is being reviewed by the LLFA. No objection is raised in principle and it is considered that outstanding issues can be addressed through amendment to the drainage strategy and/ or plan or secured by appropriate planning condition in consultation with the LLFA to demonstrate compliance with Policy PR16 of the Halton Unitary Development Plan and Policy CS23 of the Halton Core Strategy Local 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 can be secured by condition.

In terms of waste management, there is sufficient space for the storage of waste including separated recyclable materials for each property as well as access to enable collection.

7. CONCLUSIONS

In conclusion, the proposal would deliver further residential development within the Primarily Residential Area. The principle of the pharmacy element is considered to have been previously established by the earlier grant of planning permission.

An appropriate access point to the site from Appleton Village is achieved. Issues have been raised about the level of parking provision across the scheme resulting in a formal objection from the Council's Highways Engineer. Based on the sites sustainable location and the benefits of the scheme in terms of housing provision and visual improvement it is not considered that refusal of planning permission can be justified in this case.

Amendments have been secured to the scheme which it is considered will result in a quality of development which will make a positive addition to the area and securing appropriate levels of amenity for existing and future occupiers.

The application is recommended for approval subject to conditions and the securing of a commuted sum in lieu of on-site open space provision.

8. RECOMMENDATIONS

Grant planning permission subject to conditions and the securing of a commuted sum in lieu of on-site open space provision either by an upfront payment prior to the determination of the application or by a S106 agreement.

9. CONDITIONS

1. Time Limit – Full Permission.
2. Approved Plans.
3. Existing and Proposed Site Levels (Policy BE1)
4. External Facing Materials (Policies BE1 and BE2)
5. Soft Landscaping Scheme (Policy BE1)
6. Boundary Treatments Scheme (Policy BE1)
7. Hours of Construction – (Policy BE1)
8. Electric Vehicle Charging Points Scheme (Policy CS19)
9. Provision & Retention of Parking (Policy BE1)
10. Provision and retention of cycle parking
11. Implementation of Noise Mitigation Measures – (Policy PR2)
12. Affordable Housing Scheme – (Policy CS13)
13. Ground Contamination - (Policy PR14)
14. Drainage Strategy – (Policy PR16)
15. Waste Audit
16. Restricting use of commercial unit to pharmacy use and retail floor space
17. Submission and agreement of mechanical plant
18. Restricting external shutters