

Public Document Pack



Development Management Committee *Supplementary Information*

Tuesday, 1 March 2022 6.30 p.m.
Council Chamber - Town Hall, Runcorn

A handwritten signature in blue ink that reads 'David W R'.

Chief Executive

COMMITTEE MEMBERSHIP

Councillor Stan Hill (Chair)
Councillor Rosie Leck (Vice-Chair)
Councillor John Abbott
Councillor John Bradshaw
Councillor Chris Carlin
Councillor Noel Hutchinson
Councillor Alan Lowe
Councillor Ged Philbin
Councillor Rob Polhill
Councillor John Stockton
Councillor Dave Thompson

*Please contact Ann Jones on 0151 511 8276 Ext. 16 8276 or
ann.jones@halton.gov.uk for further information.
The next meeting of the Committee is on Monday, 4 April 2022*

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

Part I

Item No.	Page No.
3. PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	
(E) AB UPDATE LIST	1 - 5

In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

REPORT TO: Development Management Committee

DATE: 1st March 2022

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

SUBJECT: Planning Applications to be Determined by the Committee – AB Update List

WARD(S): Boroughwide

PAGE NO.	LIST A*	LIST B**	Updated Information
9		21/00316/FUL	No Update
19		21/00613/FUL	<p><u>Final comments from the Highways Officer</u> The application has been submitted with a Transport Statement (TS) to support the proposal, and the Highways Officer has been consulted. The TS demonstrates that the proposal would not increase traffic to an unacceptable level. Access will be taken from Perry Street / Sewell Street via Picton Avenue, and the submitted plans demonstrate that this will ensure suitable visibility and safe access for both motorised and non-motorised vehicles.</p> <p>The site is accessible by sustainable modes of travel and is within walking distance of local amenities.</p> <p>With regards to car parking and following assessment of the site on its own merit, and in context to recent similar recent permissions, the Highway Authority recommended that the following reduced standard be considered to be the appropriate provision required to mitigate against the impact to surrounding area in terms of parking demand and to limit the potential for ant-social parking.</p> <p>1 bed unit – 1 space – 17 spaces 2 bed unit – 1.25 spaces – 20 spaces This reduced requirement would attract a provision of 37 spaces for the proposed development.</p>

			<p>The layout as submitted shows 36 number spaces but it the Highway Officers opinion that the space nearest the entrance gates is not considered to be practical. Currently the gates are shown open outwards onto adopted highway which is not permitted and when hung the opposite way the car parking bay would be obstructed.</p> <p>This said given the site constraints, accessibility and proximity to the town centre we consider 35 spaces to be acceptable. We would however request that a car parking management plan be submitted for consideration, this is likely to be a simple note setting out how spaces will be allocated and managed.</p> <p>The required number of accessible spaces are provided with the correct number marked as disabled bays.</p> <p>With regards to EV charging provision on site 3 bays are marked on the plan. It should be noted however that as part of our pre-application advice we suggested that a scheme of this type and scale should provide 4 spaces with charging facilities with a further 4 first fixed for further roll out (power usage for the site should factor in 8 charging bays). We would agree to 3 bays being made available from the outset but we would again ask the applicant to ensure the development allows for additional provision as demand increases. Details of the equipment proposed should be provided for approval and the scheme implemented prior to first occupation.</p> <p>The layout of access, servicing areas and car parking should be laid out as per approved plans and retained for the life of the development.</p> <p>Cycle parking is shown on the plans to an acceptable level however details of the type of provision have not been supplied therefore further details are required to ensure they meet the necessary standard.</p> <p>We would request that a condition be placed on any permission to ensure details are submitted for approval and provision is in place prior to occupation to be retained thereafter.</p>
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			<p>Concerns were raised by the Highway Officer with regards to potential changes to the vertical alignment of the existing adopted highway and interface with proposed thresholds. The applicant provided additionally clarification with regards to levels in an email dated 04 February 2022 which addressed the points raised by the Highway Officer.</p> <p>The Highway Officer would however request that a scheme of offsite highway works be conditioned for approval prior to commencement and implementation prior to occupation. This scheme should include, but not be limited to, construction of new and treatment of existing footways, closure of redundant vehicle access crossings and forming of new vehicular access into the site. The applicant has submitted a comprehensive construction phase management plan to demonstrate that the development can be brought forward in a practical manner without detrimentally impacting on the operation of the surrounding highway network.</p> <p><u>Final comments from the LLFA</u></p> <ul style="list-style-type: none">- Following initial comments by the LLFA a revised drainage strategy is presented on a drawing ref. PLAN_2097-SCE-00-00-DR-C-0002-P02-Drainage Strategy.pdf. This is supplemented by:- Raw Micro drainage outputs ref. OTH_20.09.2021 - Sewell St - SW Hydraulic Calcs 3LperS.pdf.- A drainage strategy report ref 2097- Drainage Strategy & Maintenance Document P02- It appears that it is proposed that surface water would be discharged to main combined sewer via an attenuation tank and a hydrobrake to restrict discharge to 3l/s.- The strategy report identifies that soakaway testing has identified that soakaway would not be viable, that there is no available watercourse connection and that local surface water sewers are blocked and no longer in service. Therefore, the LLFA accepts that the combined sewer is the only
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			<p>viable discharge location. The LLFA also accepts that 3l/s is a reasonable maximum discharge rate.</p> <ul style="list-style-type: none"> - Calculations presented confirm that the proposed drainage system would not flood at the surface during the 1% AEP +40% rainfall event. Therefore, the risk to the development is considered to be low. - A maintenance management plan has been presented identifying that a management company would be responsible for maintenance and identifies routine activities. <p>The LLFA notes that the applicant has a well-developed drainage design based on SuDS would recommend the following conditions should the local planning authority be minded to approve the application on this basis.</p> <ul style="list-style-type: none"> - No development shall be occupied until a verification report confirming that the SuDS system has been constructed in accordance with the approved design drawings (including off site alterations) and in accordance with best practice has been submitted to and approved by the local planning authority. This shall include: <ul style="list-style-type: none"> - Evidence that the SuDS have been signed off by an appropriate, qualified, indemnified engineer and are explained to prospective owners & maintainers plus information that SuDS are entered into the land deeds of the property. - An agreement that maintenance is in place over the lifetime of the development in accordance with submitted maintenance plan; and/or evidence that the SuDS will be adopted by third party. - Submission of 'As-built drawings and specification sheets for materials used in the construction, plus a copy of Final Completion Certificate. <p><u>Additional condition</u> 17) Offsite highways works to Sewell/Perry Street (BE1)</p>
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34		21/00657/FUL	Updated site plans have been received, with an amendment made in line with comments from the Highways Officer to include a tactile crossing which now removes the need for condition 9 – Highways Off-site connection works.
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* LIST A items are those items that are not considered to raise significant issues that require further explanation. Members have a full report and these items are not anticipated to initiate further discussion. List A items are considered at the start of the meeting unless a Member specifically requests that an item be moved to List B.

** LIST B items are those items which are considered to raise more potentially significant issues, that may warrant further update, explanation, discussion or other announcement. List B items may also have speakers registered who wish to address the committee.

Note:- Background Papers

With respect to all applications to be determined by the Committee, the submitted planning applications are background papers to the report. Other background papers specifically mentioned and listed within the report are open to inspection by contacting Dev.control@halton.gov.uk in accordance with Section 100D of the Local Government Act 1972.