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Development Management Committee *Supplementary Information*

Monday, 2 September 2024 6.30 p.m.
Civic Suite, Town Hall, Runcorn

S. Young

Chief Executive

COMMITTEE MEMBERSHIP

Councillor Stan Hill (Chair)
Councillor Rosie Leck (Vice-Chair)
Councillor Laura Bevan
Councillor Chris Carlin
Councillor Chris Loftus
Councillor Ged Philbin
Councillor Carol Plumpton Walsh
Councillor Rob Polhill
Councillor Christopher Rowe
Councillor Dave Thompson
Councillor Bill Woolfall

*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, 7 October 2024*

**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	
(D) AB UPDATE LIST	1 - 10

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: 2nd September 2024

REPORTING OFFICER: Executive Director – Environment & Regeneration

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

WARD(S): Boroughwide

PAGE NO.	LIST A*	LIST B**	Updated Information
4		24/00007/FUL	<p>The Council's retained ecology advisor has reviewed and verified the Applicant's on site post development ecology units. Hedgerow units post a net gain of 2.08 units, water course units post a gain of 1.42 units. There is a reported loss of -0.58 habitat units which necessitates a compensatory off site ecology enhancement of 0.58 habitat units. This will be secured by way of an appropriately worded clause in the reported S106 agreement. The Council's ecology advisor recommends that a landscape and ecological management plan is attached to a planning permission, the applicant has agreed to the use of such a condition.</p> <p>A few points of clarification to the published report. The report makes reference to the site featuring alongside Derby Road instead of South Lane. The A5080 is known as Derby Road up to the point of Barrows Green Lane junction at which point it becomes South Lane. The report makes reference to the site being served by two main access points, from the latest plans it is noted that the site is served by three access points.</p> <p>In terms of market housing, there are 76 No. 3-bed units and 72 No.</p>

			<p>4-bed units.</p> <p>The application site is a strategic land allocation and as a result the affordable housing requirement is 20% not the reported 25%.</p> <p>The report makes reference to the LCR HEDNA in the housing mix section set out at page 10 of the published agenda. A correction to the data set out in table 3 on page 11 of the published agenda is set out below. Notwithstanding, the proposed scheme is still considered to be in conflict with para 2 of policy CS(R)13 with regard to tenure.</p>
47		24/00097/FUL	See below table.
80		24/00147/FULEIA	<p>HBC Open Spaces has confirmed that the additional information provided address all concerns from the open space services department.</p> <p>HBC Highways has confirmed that, situated on the primary access route for the approved Sandymoor South Phase 2 development site, with setback from the highway for the typical service/maintenance vehicles to wait clear, and not create obstruction, whilst gaining access, through the secure gated compound; with associated internal parking space within the site. There are no severe highway concerns nor sustainable objection in terms of highway considerations.</p> <p>Given the potential for change in external plant which would be available to the operator by way of wide ranging permitted development rights and to minimise resulting impact on the outlook for adjoining residents, an Additional condition is recommended to restrict the height of any future external transformer or other plant and machinery installed to 4.2m to reflect the height of the adjacent switch building.</p>

24/00007/FUL - HEDNA Housing Need Evidence Base Correction

Per the update table above, the below table is a correction and is to substitute Table 3 on page 11 of the published agenda.

	Market	Social/Affordable Rent	Affordable Home Ownership
1 bed units	5%	45%	25%
2 bed units	40%	30%	45%
3 bed units	45%	20%	25%
4+ bed units	10%	5%	5%

24/00097/FUL Table Evidence Update

Please see the attached Technical Note submitted by the applicant (Cora iHt date 19th August 2024). In addition Officers have produced the following count:

	24/00097/FUL before Committee
How many spaces in the red line application boundary?	207
After development, how many spaces available on site?	83
What is the loss of parking within the red line if all the remaining spaces are for everyone?	207-83= 124

It can be seen that the Officers count is slightly different as this exercise was carried out by literal counting of spaces so some discrepancies are to be expected. However, as the count is so close (124/125) it is considered that the figures on the applicants submission are correct.

The Highway Officer does not consider sufficient grounds for refusal.

*** 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.

Technical Note

Project: Two Drive Thru Units, Green Oaks, Widnes

Application Number: 24/00097/FUL

Date: 19th August 2024

- 1.1.1 This technical note provides additional information to assist Halton Borough Council (HBC) to address a range of transport and highways matters following the Council's decision to defer a decision at Planning Committee in August.

Loss of Parking

- 1.1.1 Green Oaks Shopping Centre's consists of two car parks with 251 spaces in the southern car park and 444 car park spaces within the northern car park. It follows that there are currently 695 parking spaces available.
- 1.1.2 The Council's Highways Officer has incorrectly concluded that there is a loss of 207 spaces as a result of the proposed development. It should be noted that the newly arranged parking spaces adjacent to the proposed drive-thrus will not be restricted to drive-thru customers only, therefore, would form part of the overall car parking provisions for the proposed development and existing Green Oaks Shopping Centre.
- 1.1.3 The proposed development results in a net loss of 125 car parking spaces, which will reduce the total car parking available to the proposed development to 570 spaces from 695 spaces.
- 1.1.4 It is important to note that the existing Outline Permission for the Site results in the net loss of 67 parking spaces. The current application will therefore only result in the net loss of an additional 58 parking spaces, beyond that which the Council has already confirmed is acceptable. Any decision to refuse this application would amount to a suggestion that the additional loss of 58 parking spaces is so significant that it warrants refusal of the application. The data presented with the planning application (and expanded below) demonstrates that is not justified.
- 1.1.5 Car park occupancy survey data has been obtained at the Green Oaks Shopping Centre's car park for the period 1st May 2024 to 1st August 2024 as provided in **Appendix A**. The data has been obtained directly from Euro Car Parks' ANPR system, and is therefore 100% accurate.
- 1.1.6 The data shows that the peak car parking accumulation of 204 spaces occurred on Sunday 5th May 2024. As there are a total of 695 available parking spaces within the two areas of the Green Oaks car park (i.e. excluding Morrisons), it follows that the car park is only 30% occupied during its busiest periods (and significantly less occupied at most other times).
- 1.1.7 **Table 1** provides the car parking accumulation for the proposed development during the weekend, which shows that the maximum car parking accumulation is 26 spaces.
- 1.1.8 By adding the 26 spaces required for the proposed development with the existing peak car parking demand of 204, this gives a maximum car parking demand of 230 spaces, once the proposed development is in operation.
- 1.1.9 As there will remain a total of 570 parking spaces available for customer use, the post-development peak parking demand will mean that the car park is 40% occupied, during the peak weekend hour of operation.

- 1.1.10 The data shows that the weekday peak car parking accumulation was of 176 spaces which occurred on Wednesday 10th July 2024.
- 1.1.11 **Table 2** provides the car parking accumulation for the proposed development during the weekday which shows that the maximum car parking accumulation is 16 spaces.
- 1.1.12 By adding the 16 spaces required for the proposed development with the peak weekday car parking demand of 176, this gives a maximum car parking demand of 192 spaces once the proposed development is in operation.
- 1.1.13 It follows that the post-development peak parking demand will mean that the car park is 34% occupied, for the weekday peak hour. It is therefore concluded that the car parking provisions for the proposed development can be accommodated within the site with significant spare capacity at all times of the week.

Table 1: Proposed Development Car Parking Accumulation for Weekend

Weekend	Trip Rates		Trip Generations		Car Parking
	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES	Accumulation
					0
Time Range					0
00:00-01:00	0	0	0	0	0
01:00-02:00	0	0	0	0	0
02:00-03:00	0	0	0	0	0
03:00-04:00	0	0	0	0	0
04:00-05:00	0	0	0	0	0
05:00-06:00	0	0	0	0	0
06:00-07:00	14.706	12.941	50	44	6
07:00-08:00	18.161	17.657	61	60	8
08:00-09:00	22.197	20.684	75	70	13
09:00-10:00	27.803	26.626	94	90	17
10:00-11:00	23.412	23.412	79	79	17
11:00-12:00	24.093	22.686	81	77	22
12:00-13:00	32.668	31.67	110	107	25
13:00-14:00	32.985	32.532	111	110	26
14:00-15:00	30.309	31.579	102	107	22
15:00-16:00	25.499	26.724	86	90	18
16:00-17:00	24.637	24.637	83	83	18
17:00-18:00	26.86	25.953	91	88	21
18:00-19:00	27.586	27.586	93	93	21
19:00-20:00	22.005	23.548	74	80	16
20:00-21:00	17.74	19.51	60	66	10
21:00-22:00	14.746	14.927	50	50	9
22:00-23:00	11.13	10.849	38	37	10
23:00-24:00	8.094	8.825	27	30	8

Table 2: Proposed Development Car Parking Accumulation for Weekday

Weekday	Trip Rates		Trip Generations		Car Parking
	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES	Accumulation
					0
Time Range					0
00:00-01:00	0	0	0	0	0
01:00-02:00	0	0	0	0	0
02:00-03:00	0	0	0	0	0
03:00-04:00	0	0	0	0	0
04:00-05:00	0	0	0	0	0
05:00-06:00	0	0	0	0	0
06:00-07:00	9.39	8.451	32	29	3
07:00-08:00	14.145	12.22	48	41	10
08:00-09:00	17.005	16.641	57	56	11
09:00-10:00	17.525	17.681	59	60	10
10:00-11:00	15.497	15.104	52	51	12
11:00-12:00	15.927	15.569	54	53	13
12:00-13:00	21.367	20.365	72	69	16
13:00-14:00	18.719	19.936	63	67	12
14:00-15:00	15.104	15.14	51	51	12
15:00-16:00	18.182	17.287	61	58	15
16:00-17:00	19.291	19.22	65	65	15
17:00-18:00	20.401	20.974	69	71	13
18:00-19:00	19.936	21.152	67	71	9
19:00-20:00	17.072	17.645	58	60	7
20:00-21:00	14.853	16.07	50	54	3
21:00-22:00	12.777	12.67	43	43	4
22:00-23:00	11.866	11.773	40	40	4
23:00-24:00	6.096	7.259	21	25	0

1.1.14 Observations as to any connection between the availability of parking and the imposition of a paid parking system are not relevant to the determination of this planning application. The simple point is that there will remain parking spaces at the Green Oaks centre, following the development of the site, which are available for customer use. The proposed development, therefore, will not result in any impact upon the ability for customers to find appropriate parking at the site.

Trip Generation

- 1.1.15 The Transport Statement and assessment methodology and trip rates used follows the same criterion as used for the existing Outline Permission at the site. It follows that the assessment has been undertaken in accordance with a methodology that the Council has previously confirmed is acceptable.
- 1.1.16 The assessment includes consideration of an unrealistic, “worst-case” scenario whereby all of the trade for the drive-thrus are the result of “new” vehicular trips to the site. Even in this extremely unrealistic scenario, the proposal would not result in an impact on highway operations within the local highway network including the traffic impact along Green Oaks Way in both directions.
- 1.1.17 For robustness, sensitivity junction capacity assessments were carried out at the site access junction with all trips being new, which confirms that the access junction would operate with spare capacity.

Servicing

- 1.1.18 When comparing the site to existing similar premises in the area it is considered that servicing can be readily achievable as proposed. For example, the KFC and McDonald’s drive-thrus within the vicinity.
- 1.1.19 The KFC located to the south of this site has no dedicated service bay, and deliveries are able to be managed effectively.
- 1.1.20 The drive-thru McDonald’s at Earle Street was similarly built in the car park of an existing retail location, with narrow internal carriageways, and no dedicated service bay.
- 1.1.21 Each of these sites operate successfully and without notable incidents – it is simply the case that delivery drivers, staff and customers manage the potential for vehicle conflicts. In addition, the extant outline planning permission for this site similarly contains no restrictions on servicing hours.
- 1.1.22 Cora IHT act for Lidl across a number of stores across the country. You’ll be aware that the majority of Lidl stores are serviced via a loading dock at the front of the store, through the customer car park. As a result, those car parks are accessed by much larger HGVs than is proposed here. Service vehicles routing within the car park would give way to oncoming traffic and vice-versa which is typical of such a car park layout. Lidl make in the region of 730,000 deliveries are made per year with no recorded accidents or near misses over the past three years.

Conclusion

- 1.1.23 It is concluded that the proposed development satisfies all outstanding matters in relation to car parking, traffic impact and servicing. The keys highlights are as follow:
 - With the proposed development in place, the maximum demand for parking including the existing Green Oaks Shopping Centre quate to 40% and 34% respectively for the Weekend and Weekday peaks. Even with the development in place there is significant spare capacity within the car park at all times.

- Junction capacity assessment for the worstcase scenario where all trips to the proposed development would be new shows that the access junction would operate with spare capacity.
- Servicing within the car park has already been accepted as part of the extant outline planning permission for this site where there are no restrictions on servicing hours. The servicing for the proposed development can be satisfactorily accommodated.

1.1.24 With reference to the Local Plan policies CSR15, GR1, C1 and C2 and the relevant NPPF Paragraphs, as well as the lack of objection from any statutory consultee, it can be concluded that there is no basis to refuse the application on grounds of traffic impact, highways safety or parking.



www.coraiht.com

Appendix A – Car Park Survey

E1006 Occupancy by Hour

Site Name	Date	Hour Spaces	Peak Occupancy	Peak Occupancy Percent
Green Oaks SC - Widnes	2024-05-01	695	168	24%
	2024-05-02	695	122	17%
	2024-05-03	695	139	20%
	2024-05-04	695	189	27%
	2024-05-05	695	32	4%
	2024-05-06	695	44	6%
	2024-05-07	695	71	10%
	2024-05-08	695	204	29%
	2024-05-09	695	109	15%
	2024-05-10	695	128	18%
	2024-05-11	695	143	20%
	2024-05-12	695	23	3%
	2024-05-13	695	96	13%
	2024-05-14	695	61	8%
	2024-05-15	695	176	25%
	2024-05-16	695	102	14%
	2024-05-17	695	138	19%
	2024-05-18	695	175	25%
	2024-05-19	695	25	3%
	2024-05-20	695	87	12%
	2024-05-21	695	60	8%
	2024-05-22	695	145	20%
	2024-05-23	695	94	13%
	2024-05-24	695	155	22%
	2024-05-25	695	188	27%
	2024-05-26	695	24	3%
	2024-05-27	695	43	6%
	2024-05-28	695	66	9%
	2024-05-29	695	166	23%
	2024-05-30	695	102	14%
	2024-05-31	695	157	22%
	2024-06-01	695	177	25%
	2024-06-02	695	35	5%
	2024-06-03	695	100	14%
	2024-06-04	695	60	8%
	2024-06-05	695	164	23%
	2024-06-06	695	110	15%
	2024-06-07	695	131	18%
	2024-06-08	695	167	24%
	2024-06-09	695	24	3%
	2024-06-10	695	84	12%
	2024-06-11	695	60	8%
	2024-06-12	695	161	23%
	2024-06-13	695	113	16%
	2024-06-14	695	173	24%
	2024-06-15	695	168	24%
	2024-06-16	695	23	3%
	2024-06-17	695	93	13%
2024-06-18	695	61	8%	
2024-06-19	695	170	24%	
2024-06-20	695	87	12%	
2024-06-21	695	131	18%	
2024-06-22	695	145	20%	
2024-06-23	695	26	3%	
2024-06-24	695	83	11%	
2024-06-25	695	63	9%	
2024-06-26	695	155	22%	
2024-06-27	695	90	12%	
2024-06-28	695	144	20%	
2024-06-29	695	163	23%	
2024-06-30	695	31	4%	
2024-07-01	695	81	11%	
2024-07-02	695	57	8%	
2024-07-03	695	172	24%	
2024-07-04	695	86	12%	
2024-07-05	695	131	18%	
2024-07-06	695	147	21%	
2024-07-07	695	27	3%	
2024-07-08	695	89	12%	
2024-07-09	695	54	7%	
2024-07-10	695	174	25%	
2024-07-11	695	97	13%	
2024-07-12	695	114	16%	
2024-07-13	695	142	20%	
2024-07-14	695	30	4%	
2024-07-15	695	102	14%	
2024-07-16	695	65	9%	
2024-07-17	695	153	22%	
2024-07-18	695	104	14%	
2024-07-19	695	123	17%	
2024-07-20	695	176	25%	
2024-07-21	695	36	5%	
2024-07-22	695	103	14%	
2024-07-23	695	55	7%	
2024-07-24	695	168	24%	
2024-07-25	695	101	14%	
2024-07-26	695	152	21%	
2024-07-27	695	157	22%	
2024-07-28	695	24	3%	
2024-07-29	695	79	11%	
2024-07-30	695	59	8%	
2024-07-31	695	165	23%	
2024-08-01	695	98	14%	

Please note:
 1. Occupancy values are reset at midnight
 2. Occupancy by hour is in UTC