

Public Document Pack



Development Control Committee

Monday, 5 November 2018 6.00 p.m.
Civic Suite - Town Hall, Runcorn



Chief Executive

COMMITTEE MEMBERSHIP

Councillor Paul Nolan (Chair)
Councillor Keith Morley (Vice-Chair)
Councillor Chris Carlin
Councillor Ron Hignett
Councillor Valerie Hill
Councillor Joan Lowe
Councillor Carol Plumpton Walsh
Councillor June Roberts
Councillor Dave Thompson
Councillor Bill Woolfall
Councillor Geoff Zygodllo

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, 3 December 2018

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

Part I

Item No.	Page No.
1. MINUTES	1 - 7
2. DECLARATIONS OF INTEREST	
<p>Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary Interests, to leave the meeting prior to discussion and voting on the item.</p>	
3. PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	8 - 106

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.

DEVELOPMENT CONTROL COMMITTEE

At a meeting of the Development Control Committee on Monday, 3 September 2018 at Civic Suite - Town Hall, Runcorn

Present: Councillors Nolan (Chair), Morley (Vice-Chair), Carlin, R. Hignett, V. Hill, J. Lowe, C. Plumpton Walsh, June Roberts, Thompson, Woolfall and Zygadlo

Apologies for Absence: None

Absence declared on Council business: None

Officers present: A. Jones, J. Tully, T. Gibbs, A. Plant and G. Henry

Also in attendance: 1 member of the public

**ITEMS DEALT WITH
UNDER DUTIES
EXERCISABLE BY THE COMMITTEE**

	<i>Action</i>
DEV10 MINUTES	
<p>The Minutes of the meeting held on 6 August 2018, having been circulated, were taken as read and signed as a correct record.</p>	
DEV11 PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	
<p>The Committee considered the following applications for planning permission and, in accordance with its powers and duties, made the decisions described below.</p>	
DEV12 - 18/00215/FUL - PROPOSED B2 / B8 STORAGE / DISTRIBUTION UNIT WITH ANCILLARY B1 OFFICE SPACE AND STAFF FACILITIES, COMPRISING A MAXIMUM FLOORSPACE OF 9960 SQM WITH ASSOCIATED LOADING BAYS, HGV / CAR PARKING, LANDSCAPING, PEDESTRIAN / CYCLE CONNECTIONS AND ASSOCIATED INFRASTRUCTURE ON LAND AT SOUTH OF NEWSTEAD ROAD BOUNDED BY THE LONDON AND WESTERN RAILWAY (WEST COAST MAINLINE)	
<p>The consultation procedure undertaken was outlined in the report together with background information in respect of the site.</p>	

Members were advised of the following updates since the publication of the agenda:

- Knowsley Borough Council had confirmed that they have withdrawn their holding objection;
- The Lead Local Flood Authority had confirmed that queries originally raised had been sufficiently addressed; however further details were required to demonstrate appropriate discharge rates and acceptable or no flooding under tidal conditions; this could be secured by planning condition;
- The ecology adviser had confirmed that a Reasonable Avoidance Measures method statement was suitable to minimise impact on the adjoining Ditton Brook during construction; this would be secured by condition;
- Natural England had been consulted on the results of the Appropriate Assessment and their response was awaited;
- It was confirmed that the Sustainability Report was acceptable and that the updated submission was sufficient to comply with waste policy;
- Discussions were ongoing regarding the extent of works needed to the pedestrian and cycle link to Ditton Bridge and whether this could be upgraded to allow disabled access.

Officers requested that authority be delegated to the Operational Director – Policy, Planning and Transportation, in consultation with the Chair or Vice Chair, to approve the application, once a decision had been made on the footpath and cycle link and the response from Natural England was received. It was also requested that delegated authority be extended, to allow conditions to be added or amended as required to reflect the outcome of discussions.

Concerns were raised over the reopening of Ditton Station and the impact the application may have on this. It was suggested that further information was needed to understand how this would impact on the reopening of the station. Officers explained that a deferral would not be justified on the grounds stated.

RESOLVED: That the determination of the application be delegated to the Operational Director – Policy, Planning and Transportation, in consultation with the Chair or Vice Chair subject to conditions relating to the following to be amended as required:

1. Standard 3 year timescale for commencement of

- development;
2. Specifying approved / amended plans;
 3. Conditions requiring submission and agreement of / development be carried out in accordance with the approved Flood Risk Assessment and specifying finished floor levels, Site Wide Waste Management Plan, Construction Environmental Management Plan;
 4. Materials condition, requiring submission and agreement of materials (BE2);
 5. Landscaping condition, requiring hard and soft landscaping be carried out as approved (BE1/2);
 6. Condition requiring the agreed biodiversity enhancement features be implemented as approved (GE21);
 7. Construction and delivery hours to be adhered to throughout the course of the development (BE1);
 8. Submission and agreement of detailed lighting scheme (PR4 / GE21);
 9. Submission and agreement of detailed drainage scheme / to be carried out as approved (PR16);
 10. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties / commencement of use (BE1);
 11. Requiring submission and agreement of a green travel plan (TP16);
 12. Requiring submission and agreement of finished site levels / to be carried out as approved (BE1);
 13. Requiring fencing / boundary treatments to be carried out as approved (BE2);
 14. Wheel cleansing facilities / details to be submitted and approved in writing (BE1);
 15. Submission and agreement of remediation verification report including cover system and membrane installation (PR14);
 16. Condition relating to identification of contamination previously not identified (PR14);
 17. Condition requiring submission and agreement of detailed piling design and piling risk assessment (PR15);
 18. Requiring cycle parking to be implemented as approved (TP6);
 19. Restricting external storage (E5);
 20. Requiring implementation of a scheme of pedestrian / cycle linkages through the site to Hale Road (TP6/7);
 21. Submission and agreement of detailed plan to minimise unlawful use of the new cycle / footway to Hale Road;
 22. Restricting vehicle access during construction and

- use to Newstead Road;
23. Requiring submission and agreement details of ancillary buildings / structures including substation, gas kiosk, sprinkler tank and pump housing, bin store, condenser compound etc;
 24. Conditions relating to submission and agreement of detailed measures / fencing to protect Ditton Brook during construction and Reasonable Avoidance Measures for any work required within that area;
 25. Submission and agreement of electric vehicle charging provision; and
 26. Securing offsite compensation for loss of habitat.

DEV13 MISCELLANEOUS ITEMS

The following applications had been withdrawn:

- | | |
|----------------------|---|
| 17/00383/FUL | Proposed development of 1 no. detached property on Land Adjacent to No. 2 Highlands Road, Runcorn, Cheshire, WA7 4UH. |
| 18/00080/PLD | Application for a Certificate of Proposed Lawful Development for conversion of garage to habitable accommodation at 5 Falkirk Avenue, Widnes, Cheshire, WA8 9DX. |
| 18/00042/COU | Proposed change of use of the ground floor from A4 (Drinking Establishment) to 1 no. A1 unit (Retail) and 1 no. A5 (Hot Food Takeaway) together with 54 sq metre extension to side and changes to external elevations at 19 - 23 Church Street, Runcorn, Cheshire, WA7 1LX. |
| 18/00184/PLD | Application for a certificate of Proposed Lawful Development for conversion of garage to habitable accommodation at 133 Malpas Road, Runcorn, Cheshire, WA7 4AP. |
| 18/00135/COND | Application to discharge Condition No(s) 5, (Phasing) 9, (Boundary Treatment) 10, (Wheel Cleaning) 11, (Landscaping) 12, (Levels) 15, (Landscaping) 16, (CEMP) 17, (Screening / fencing) 18, (SWWMP and MMP) 19, (Contamination) of Planning Permission |

11/00266/OUTEIA at Stobart Park/3MG, Formerly West Bank Dock, Comprising Land To The East Of Desoto Road East, And To The West Of Foundry Lane.

18/00189/ELD Application for a Certificate of Lawfulness for single storey rear extension, presently under construction, at 33 Gleneagles Drive, Widnes, Cheshire, WA8 9JJ.

18/00152/FUL Proposed erection of wind turbine on 15 metre tower for generation of electricity at Brenntag UK Limited, Pickerings Road, Widnes, Cheshire, WA8 8XW.

12/00139/LBC Proposed renewal of Listed Building Consent 04/01065/LBC for proposed part demolition, restoration and conversion of hall and outbuildings into 22 no. residential units and erection of 9 no. houses (31 no. residential units in total) at Daresbury Hall, Daresbury Lane, Daresbury, Warrington, Cheshire, WA4 4AG.

12/00140/FUL Proposed renewal of planning permission 04/01064/FUL for proposed part demolition, restoration and conversion of hall and outbuildings into 22 no. residential units and erection of 9 no. houses (31 no. residential units in total) at Daresbury Hall, Daresbury Lane, Daresbury, Warrington, Cheshire, WA4 4AG.

18/00339/PLD Application for a Certificate of Proposed Lawful Development for a single storey rear extension at 9 Hinton Road, Runcorn, Cheshire, WA7 5PH.

The following applications had gone to appeal:

17/00578/COU Proposed change of use to hot food takeaway and cafe with car parking to side at 391- 393 Hale Road, Halebank, Widnes, WA8 8TY.

17/00148/FUL Proposed first floor rear and side

extensions (addition of first floor to existing single storey elements) at 2 Heyes Road, Widnes, Cheshire, WA8 8QU.

17/00548/FUL Proposed demolition of existing stables building and construction of 1 no. single storey detached dwelling with access from Chester Road at Land to the North of Junction between Keckwick Lane and Chester Road, Daresbury, Warrington, Cheshire.

18/00001/FUL Proposed single storey rear extension with rear / side facing balcony over at 6 Walsingham Drive, Runcorn, Cheshire, WA7 1XJ.

18/00139/FUL Proposed erection of concrete and wooden panel fence with gate to maximum height of 1.9 metres at 36 Parklands, Widnes, Cheshire, WA8 4NQ.

18/00051/FUL Proposed creation of two areas of permeable hardstanding in the front garden at 104 Lingwell Park, Widnes, Cheshire, WA8 9YS.

18/00123/FUL Proposed extension to existing detached single storey annexe at 256 Birchfield Road, Widnes, Cheshire, WA8 9EH.

18/00178/FUL Retrospective application for single storey timber outbuilding at 12 Crossgates, Widnes, Cheshire, WA8 3GA.

The following Appeal Decisions had been made:

DISMISSED

17/00578/COU Proposed change of use to hot food takeaway and cafe with car parking to side at 391- 393 Hale Road, Halebank, Widnes, WA8 8TY.

17/00148/FUL Proposed first floor rear and side extensions (addition of first floor to

existing single storey elements) at 2 Heyes Road, Widnes, Cheshire, WA8 8QU.

18/00139/FUL

Proposed erection of concrete and wooden panel fence with gate to maximum height of 1.9 metres at 36 Parklands, Widnes, Cheshire, WA8 4NQ.

Meeting ended at 6.47 p.m.

REPORT TO: Development Control Committee

DATE: 5 November 2018

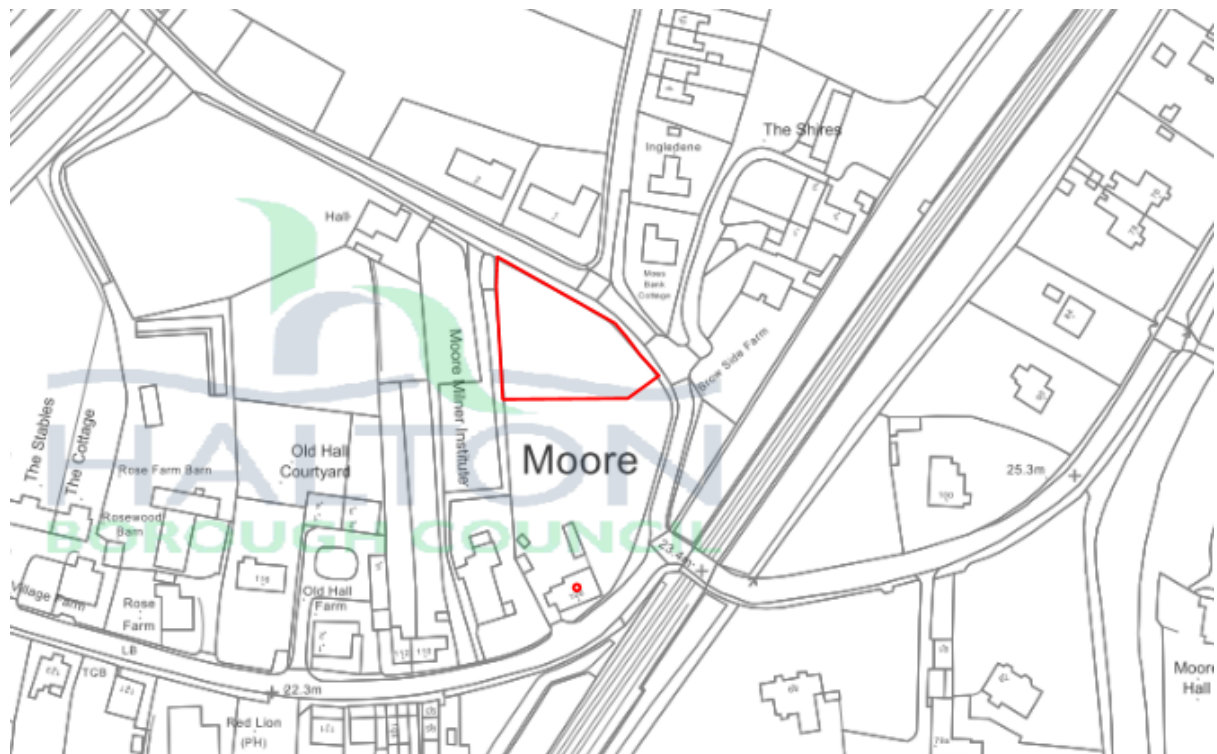
REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

SUBJECT: Planning Applications to be Determined by the Committee

WARD(S): Boroughwide

Application No	Proposal	Location
18/00289/FUL	Proposed erection of dwelling with access from Moss Lane within rear garden area	Ivy Cottage, 106 Runcorn Road, Moore
18/00364/FUL	Proposed demolition of existing 3 storey flats and public house and construction of 16 no. two bed houses on the site.	Tanhouse, Runcorn
18/00368/FUL	Proposed development of three storey apartment block comprising 13 no. apartments with ancillary development	Former Albert Hotel, 160 Albert Road, Widnes
18/00405/FUL	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	Land to East of Everite Road, Widnes
18/00434/FUL	Proposed construction of 9,019m ² industrial unit for use classes B1, B2 and B8	Land between Aston Fields Road and Northwich Road, Runcorn

APPLICATION NO:	18/00289/FUL
LOCATION:	Ivy Cottage, 106 Runcorn Road, Moore
PROPOSAL:	Proposed erection of dwelling with access from Moss Lane within rear garden area
WARD:	Daresbury
PARISH:	Moore
AGENT(S) / APPLICANT(S):	Mr and Mrs Steele
DEVELOPMENT PLAN ALLOCATION: National Planning Policy Framework (2018) Halton Unitary Development Plan (2005) Halton Core Strategy Local Plan (2013)	Green Belt Within Moore Conservation Area
DEPARTURE	No (See below)
REPRESENTATIONS:	11
KEY ISSUES:	Principle of Development; Green Belt, Design, Highway Safety, Trees, Contamination, Impact on Heritage Assets
RECOMMENDATION:	Approve Subject to Conditions

SITE MAP

THE APPLICATION SITE

The Site

Site of approximately 1,460m² forming part of the rear garden of the existing Ivy Cottage which is a Grade II Listed Building. The site fronts, and will be accessed from Moss Lane utilising an existing, currently unlawful, access. The site, which lies in Moore Conservation Area, includes a number of trees which are protected by Tree Preservation Order

Planning History

A previous planning application Ref: 17/00136/FUL for the proposed erection of bungalow with access from Moss Lane within the rear garden area of the property was withdrawn.

THE APPLICATION

The proposal

Proposed erection of dwelling within rear garden area of existing house with access from Moss Lane.

Documentation

The applicant has submitted a planning application, drawings and the following reports:

Design and Access Statement

Phase 1 Contamination Risk Assessment

Arboricultural Impact Assessment

POLICY CONTEXT

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 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.

Halton Unitary Development Plan (UDP) (2005)

The site lies entirely within Green Belt as defined by the Halton Unitary Development Plan. The site also lies within boundary of Moore Conservation Area and is within the grounds of a listed building (Grade II). The following policies are considered to be of particular relevance: -

- BE1 General Requirements for Development
- BE2 Quality of Design
- BE10 Protecting the Setting of Listed Buildings
- BE12 General Development Criteria – Conservation Areas
- GE1 Control of Development in the Green Belt
- GE27 Protection of Trees and Woodlands
- PR14 Contaminated Land
- H3 Provision of Recreational Greenspace
- TP1 Public Transport Provision as Part of New Development
- TP12 Car Parking
- TP17 Safe Travel for All

Halton Core Strategy Local Plan (2013)

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

- CS1 Halton's Spatial Strategy
- CS2 Presumption in Favour of Sustainable Development
- CS6 Green Belt
- CS18 High Quality Design
- CS19 Sustainable Development and Climate Change
- CS20 Natural and Historic Environment
- CS23 Managing Pollution and Risk

Joint Waste Local Plan 2013

WM8 Waste Prevention and Resource Management

WM9 Sustainable Waste Management Design and Layout for New Development

Supplementary Planning Documents (SPD)

New Residential Development SPD

Draft Open Space Provision SPD

Designing for Community Safety SPD

CONSULTATIONS

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

The application was originally advertised as a departure on the basis that, prima facia, it related to a dwelling in the Green Belt. For reasons set out in the 'Principle of Development' section of this report the proposals are not considered to represent a departure from the development plan.

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

United Utilities – No Objection in Principle

Network Rail – No Objection

Council Services:

HBC Contaminated Land – No Objection in Principle

HBC Highways – No Objection in Principle

HBC Drainage – No Objection in Principle

HBC Open Spaces – No Objection in Principle

REPRESENTATIONS

11 letters of objection have been received. These raise the following issues:

- Traffic impacts, highway visibility and safety
- Impact on wildlife
- That it will exacerbate flooding issues
- That it represents garden grabbing/ profiteering
- Impact on protected trees
- Questioning the applicants justification for the scheme

- Impact on adjoining neighbours/ properties
- Impact on character of village, Green Belt, Conservation Area and adjoining Listed Buildings
- Building in such areas should be a last resort, will neither improve nor enhance
- Querying future boundary provision
- Construction work disruption

Two letters of objection have been received from Moore Parish Council. The first states as follows:

Design and Access Statement / Heritage Asset Assessment

This Statement has been prepared under the old guidelines and does not reflect the current guidance, significantly it does not address the impact on the Heritage Assets, Ivy Cottage and The Old School (now Moore Scout HQ), both Listed Buildings.

The statement that the garden is large and requires demanding levels of maintenance for the Owners isn't a planning justification. The large garden area adds to the Conservation Area and provides the context for the setting of 2 Listed Buildings; the Applicant needs to address the adverse impact the new dwelling will have on both the Conservation Area and the Historic Assets. Halton should, in our view, have required the Applicant to deal with this before registering the Application.

There will be a significant adverse impact / damage to the setting of the Listed Buildings and Halton should be refusing the Application on the grounds of irretrievable harm to the setting of 2 Heritage Assets and the Conservation Area.

Existing Land Use

The Applicant has stated under question 14 of the Application Form that the use is not particularly vulnerable to the presence of contamination. This is incorrect, residential applications must now be declared as potentially vulnerable and Halton will normally insist on a Stage 1 Contamination report to confirm that the site isn't vulnerable. Given the location we doubt it is vulnerable however Halton should have required the Applicant to provide a Report to confirm.

In addition to the comments above, the matters we have previously raised as below are applicable to this re-submission:

Local Planning Policy

The site sits within the Green Belt. The Halton Council Policy on Green Belt is set out in The Core Strategy. It generally prevents new development but states that:

In certain instances, small scale development may be necessary to maintain or enhance the sustainability of rural communities, such as for the provision of village services or for affordable housing. Any proposals for such development within Halton's Green Belt villages would need to demonstrate specific local need, such as a requirement for affordable housing.

This proposal is not a village service and is not affordable housing (housing that is targeted at low income / essential services providers / those requiring assisted living).

It should hence not be permitted under the Core Strategy.

National Planning Policy Framework

Requires that a Local Planning Authority should regard the construction of new buildings as inappropriate within the Green Belt.

There are exceptions which include “limited infilling in villages and limited affordable housing.”

This remains a large scale house and is not “limited infilling” and hence should not be permitted under National

Planning Policy.

Conservation Areas

The site sits within the Moore Conservation Area and Halton has a statutory duty to pay special attention to preserve or enhance the character or appearance.

National Planning Policy requires a Planning Authority to require the Applicant to describe affected Heritage Assets and to assess the impact of the proposal. As above, the Applicant has not done so and in my opinion there will be significant damage to the setting of 2 Heritage Assets.

Design

The Applicant has alluded to mirroring the features some of the historic buildings in the area in the design but has actually not done so.

There are 8 Velux style rooflights, these are not a feature of the area.

The windows are noted as UPVC, this does not respect the historic setting.

Fascias are noted as UPVC which again does not respect the historic setting.

Brickwork proposed is a modern mix with engineering blue brick banding, this would be highly inappropriate at this location.

This is a modern design house of mediocre / poor design quality using modern materials that would sit uneasily on the site and damage the setting of the Heritage Assets and the Conservation Area.

Highways

Whilst there is an existing highway access at this location it is in a dangerous position on a blind bend. The intensification of use would create a hazard.

There are hence several Planning Policy grounds on which Halton could decide to refuse this Application:

- 1. It is in breach of the Core Strategy Green Belt Policy.*
- 2. It is in breach of NPPF Green Belt Policy*
- 3. It is inappropriate design with in a Conservation Area that will cause harm to the Conservation Area.*
- 4. It is in close proximity to 2 Heritage Assets and will cause harm to the setting of the Heritage Assets.*
- 5. There are Highway and Access issues which would create hazard.*

Taking into account all of the above; Moore Parish Council urge Halton Borough Council to reject this planning application, which quite clearly does not accord with either local or national planning policies.

The second letter of objection has been received from Moore Parish Council following a re-consultation undertaken with respect to amended plans received following design changes.

These state as follows:

The Parish Council have now received and reviewed the amended proposals for the dwelling within the grounds of Ivy Cottage.

The Parish Council continue to strongly object to the proposals as a clear breach of the Guidelines for Development within the Green Belt and, whilst noting some minor changes in design, continue to consider that the proposal will cause significant harm to the adjacent heritage assets.

The amendments to the proposed design do not respect or reflect the character of the surrounding area. We have serious misgivings about the introduction of a mock canal side warehouse detail along with a false crane, which whilst appropriate in a setting adjacent to the canal, is completely out of context in an area surrounded by tees, well away from the canal.

The design does not seek to respect the proportions and character of the existing buildings on the site and the array of Velux rooflights as an attempt to minimise the mass of this building will be very unsightly.

This is a very poor design given the context/setting within the historic environment.

The amended plans do not appear to address the previous concerns raised with respect to materials. If a building is to be erected in this position it should be constructed using recycled brickwork to match as closely as possible that on Ivy Cottage, comprise a stone or slate roof with period timber sash windows.

We would ask that the Council refuse this application or require very significant redesign.

ASSESSMENT

Principle of Development

Permission is sought for the proposed subdivision of an existing residential garden and the erection of a single dwelling to the rear of the existing house. The existing house is a Listed Building (Grade II) and the site lies within Moore Conservation Area. The site is currently identified as Green Belt in the Halton Unitary Development Plan.

Since the submission of the application, Government has issued the revised National Planning Policy Framework dated July 2018. The application must therefore be assessed against this updated policy.

The principle of the development in such cases is addressed at para. 144 and 145 of the NPPF and the green belt policies contained within the Halton Core Strategy CS6 and UDP GE1. Para 145 of the Framework states that “a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt.” It then provides that exceptions to this include “limited infilling in villages”.

No definitive boundary for Moore Village is available. Whilst the site and surrounding development is relatively spacious in character the site does sit at a fairly central location within the buildings of Moore. It is not considered that it could be reasonably argued that the site and surrounding buildings are remote or significantly detached from the village or part of any associated ribbon development. As such it is considered that the site can be considered to fall within the village.

Moore Parish Council have expressed a view that “this remains a large scale house and is not “limited infilling”. No definition of what constitutes “limited infilling” is provided and this must therefore be a judgement of fact and degree. Design and character considerations are addressed elsewhere within this report however, the development proposes a single dwelling having two storeys and is not so large to be out of character with the size of the site and surrounding buildings. The proposed development is therefore considered to constitute limited infilling for the purposes of consideration against para. 145 of the Framework.

Whilst national and local planning policy with respect to the historic environment do include protectionist policies including considerations of character and setting they do not seek to restrict development in principle. Both the adopted Halton Unitary Development Plan and Core Strategy pre-date the updated Framework. The principle of development is considered acceptable when assessed against Policy CS6 and GE1 insofar as those policies are consistent with the Framework. The development is not therefore considered to be a departure from the development plan.

On this basis it is considered that an argument can be made that the development of the plot for a single dwelling as proposed could be considered as "limited infilling in villages" per para.145 and can therefore be considered acceptable in principle.

Design, Character and Heritage Impacts

The garden proposed to be subdivided is an existing residential garden. The existing house is a Listed Building (Grade II) and the site lies within Moore Conservation Area.

Further Listed Buildings are also located to the west of the site at Old Hall Farm and Cottages and Moore Old Primary School (now Scout Hut). These are similarly listed as Grade II but are separated from the site by the adjoining Milner Institute Building and its grounds which is not listed. Other listed buildings are located in the area but further afield.

The Council's retained adviser has confirmed that historic map evidence suggests that the listed building formed part of a wider site and complex of buildings which have been subdivided and infilled with other buildings over time. The proposed is somewhat removed from the parent dwelling and the adjoining listed building and on that basis it is advised that scope exists for a building on the plot. It is further advised that the overall form and massing of the proposed dwelling as amended are considered more appropriate to the setting of both the frontage building and the Old Primary School.

Further amendments have been requested including amendments to the design of some windows, the removal of proposed timber cladding and hoist bracket features and replacement of current uPVC windows and fascias with painted timber. A formal response is awaited from the applicant in this regard and members will be updated orally.

Moore Parish Council has identified that National Planning Policy requires a Planning Authority to require the Applicant to describe affected Heritage Assets and to assess the impact of the proposal. Para. 189 of the Framework states that:

"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary."

The Council's retained adviser is satisfied that sufficient information exists to enable the decision maker to "identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise" in accordance with para. 190 of the Framework.

The proposed dwelling is two storeys and is considered of a scale and character suited to the site and surrounding buildings. An analysis of the characteristics of buildings within the vicinity has been undertaken and this has informed the design, which the Council's retained adviser confirms is welcomed.

On the basis of advice from the Council's retained adviser it is not considered that the proposals could be argued to result in "substantial harm", lead to "less than substantial harm" or be harmful to the character of the area or amenity of adjoining occupiers so as to justify refusal of planning permission in this case.

Highway Considerations

The scheme will be accessed from an existing vehicle access from Moss Lane. This access is currently unlawful but is believed to have been in place since circa. 2010. The existing house will revert to its original lawful access from Runcorn Road.

In light of initial concerns raised by Highways Officers and objectors the Council's Highways Officer has carried out a traffic speed assessment of the access on Moss Lane. He reports that the 85 per cent speeds are 16 mph and 13 mph in each direction. On the basis that speeds are considered to be low on the road he advises that it is considered reasonable to adopt a relaxed standard with respect to highway visibility of 25.5m in either direction in accordance with Department for Transport technical guidance contained within Manual for Streets.

The Council's Highways Officer has advised that current visibility of 30 metres to the right and 24 metres to the left can be achieved on egress from the driveway. Given the shortfall to the left is only slight, the Council's Highways Officer advises that they would not object on highway safety grounds.

Given that the existing vehicle access uses an unlawful crossing point, it will be necessary for the applicant to apply to the Highways department to have the access constructed to the appropriate standard. This can be addressed by way of informative attached to any planning permission. Sufficient space and provision exists within the scheme for parking and servicing.

Trees and Ecology

The site includes a number of trees afforded Statutory Protection by Tree Preservation Order and the site sits within the Moore Conservation Area.

The proposal requires the removal of 3 no. trees (T1, T2 and T3) to facilitate the build. Though the tree's involved are graded C (low quality) they are nevertheless afforded statutory protection. The report also identifies one tree (T35) for removal for arboricultural reasons. Additionally, the submitted Arboricultural Impact Assessment identifies three further trees (T5, T7 and T8) as retention category U (unsuitable for retention) due to their condition. The report advises that no action is required with respect to these three trees but that these trees should be re-inspected post-development to assess their condition and risk.

The Council's Open Spaces Officer has advised that, providing the applicant mitigates the loss of these low quality trees with replanting, no objection is raised to this element of the proposal.

The Council's Open Spaces Officer has identified that the current Arboricultural Impact Assessment does not mention the encroachment into the RPA of retained trees to the west of the plot previously raised in relation to withdrawn application 17/00136/FUL.

Similarly he states that the comments submitted for 17/00136/FUL are still applicable which read:

“The encroachment into the RPA’s to trees to the west of the plot is minimal however any encroachment into RPA’s is a potential risk. The trees involved here are Lombardy poplars recorded at 22mtrs high (submitted Arb Impact Assessment). This species is columnar in habit and prone to wind throw and wind blow (a Lombardy poplar on the opposite side of this garden suffered wind damage during the recent storm event and knocked down part of the properties perimeter wall).

A further concern associated with the location of the proposed property is that if the building goes ahead, there is very little room between the rear of the property and the Lombardy poplar tree line. As the rear of the building is west facing, and the trees nearby are significant in size, I suspect there may be future requests to remove a number of the trees to improve light etc. Also the amount of canopy debris (leaves, twigs etc) that probably falls from these trees would I suspect be significant and could cause considerable nuisance. Any failure of these trees during a storm event would almost certainly result in the tree hitting the proposed property.”

These comments do not however appear to account for the reduction in footprint and re-orientation of the proposed building when compared with the previously withdrawn scheme which has removed areas of encroachment of the development into the root protection areas of trees to be retained. This also has the effect of providing an increased separation between the proposed property and the retained trees. It is considered that the current scheme makes adequate provision for the retention of protected trees and it is not considered that refusal of planning permission could be justified on these grounds.

There is no submitted ecological information. The Bridgewater canal and at least one pond sit within 250mtrs of the proposed development site, but the west coast main line railway bisects them. This significant barrier would likely prohibit migration of Great Crested Newt from the canal or the pond to the development site.

It is advised that where any trees are removed they should be checked for bats and that all works should comply with current bird nesting legislation. It is considered that this is covered by other legislation and the applicant can be reminded of their duties in this regard by way of informative attached to any planning permission.

Flood Risk and Drainage

The Lead Local Flood Authority (LLFA) have advised that the development is in Flood zone 1 and therefore the proposed use is considered compatible. It is not within a critical drainage area but the site is primarily considered to be greenfield. It is therefore advised that development should seek to replicate existing surface water runoff conditions, in accordance with the Sustainable Urban Drainage Systems (SUDS) hierarchy. In accordance with the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) it is advised that surface water drainage from roofs and hard standings etc. should be dealt with in order of preference by i) infiltration/soakaway (where infiltration tests have shown this is feasible), ii) watercourse iii) Surface water sewer iv) combined sewer.

United Utilities has also stipulated this requirement but confirmed that in the event of surface water draining to public sewer, appropriate attenuation will be required. The LLFA and United Utilities raise no objection in principle. It is considered that an appropriate drainage strategy and attenuation can be secured by appropriately worded planning condition.

Contaminated Land

The application is supported by a Phase 1 land contamination risk assessment for residential development. The report presents the results of a preliminary assessment based upon desk study review and site reconnaissance.

The historical review does not identify any major potentially significant contamination sources; the site has been open land or garden with no associated buildings (bar 106 Runcorn Rd to the south).

The report makes a recommendation regarding ground gas protection measures due to the presence of a potentially infilled pit to the north east but that a 'modern building regulations compliant floor' is likely to provide sufficient protection. A detailed specification is not provided. The Council's Contaminated Land Officer has stated that he is satisfied that the pit referred to is still in existence and has not been filled. As such he is satisfied that the level of risk posed by possible ground gases is negligible.

The report does not recommend any remedial measures but does suggest that a 'watching brief' be maintained during the course of the development for evidence of unanticipated contamination. On that basis the Council's Contaminated Land Officer advises that he raises no objection, but would recommend that a condition is included in any planning permission regarding unexpected contamination being identified. This is included in the recommendation section of this report.

Waste

The proposal involves construction activities and policy WM8 of the Joint Merseyside and Halton Waste Local Plan (WLP) applies. This policy requires the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste. In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.

It is considered that sufficient scope exists within the scheme with respect to provision of on-site waste storage and management to demonstrate compliance with policy WM9 of the Joint Merseyside and Halton Waste Local Plan.

Conclusions

Permission is sought for the proposed subdivision of an existing residential garden and the erection of single dwelling to the rear of the existing house. The existing house is a Listed Building (Grade II) and the site lies within Moore Conservation Area. The site is currently identified as Green Belt in the Halton Unitary Development Plan. In accordance

with para. 145 of the Framework the proposals are considered to represent limited infilling in villages and can therefore be considered acceptable in principle.

At the time of writing a formal response is awaited from the applicant with respect to a number of outstanding design changes. In order to minimise further delay in determining the application the report has been prepared in anticipation that these outstanding matters will be resolved. Members will be updated accordingly. The proposals offer the opportunity for much needed housing in the Borough albeit limited to a single dwelling. Subject to a response on the outstanding amendments it is considered that the proposals accord with the development plan and National Planning Policy and Guidance.

RECOMMENDATION

The application be approved subject to the following:

1. Standard 3 year permission to commence development (BE1)
2. Condition specifying approved and amended plans (BE1)
3. Requiring submission and agreement of a Construction Management Plan including vehicle access routes and construction car parking; Wheel cleansing facilities/ strategy, construction and delivery hours (BE1)
4. Condition(s) requiring the submission and approval of the materials to be used (BE2)
5. Landscaping condition, requiring submission and agreement of hard and soft landscaping. (BE2)
6. Condition(s) requiring submission and agreement of drainage details (PR16)
7. Boundary treatments including retaining walls to be submitted and approved in writing. (BE2)
8. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/ commencement of use. (BE1)
9. Requiring submission and agreement of site and finished floor (BE1)
10. Condition relating to discovery of previously unidentified contamination. (PR14)
11. Conditions relating to tree protection during construction (BE1)
12. Condition(s) requiring replacement tree planting (BE1)
13. Condition(s) requiring submission and agreement of drainage details (PR16)
14. Submission and agreement of Site Waste Management Plan (WM8)

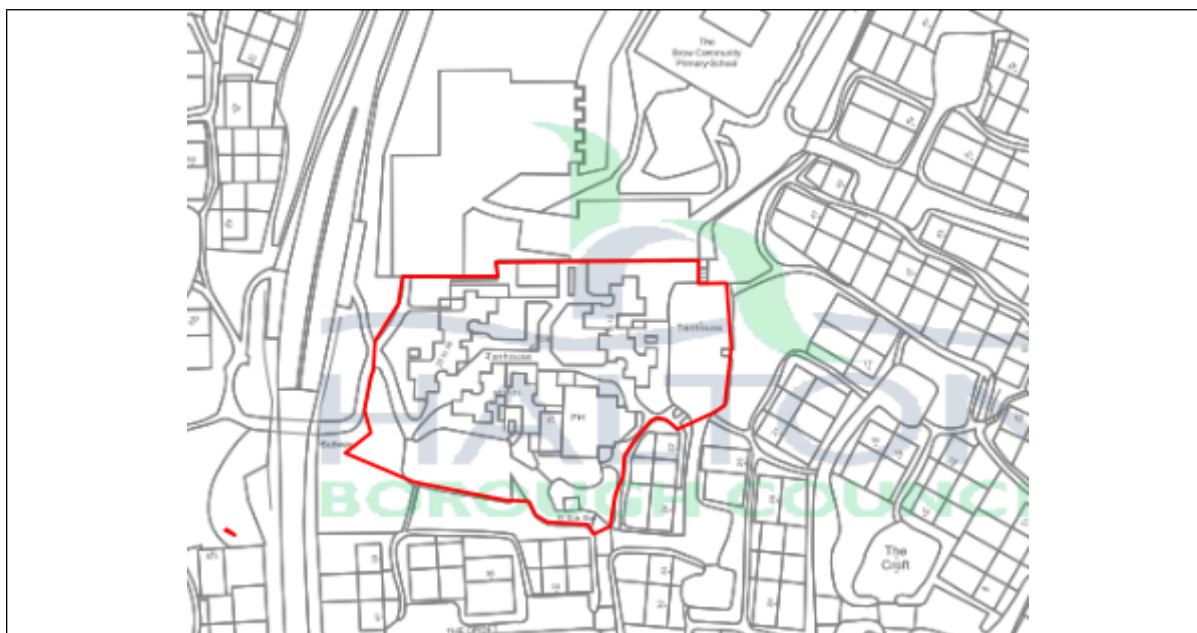
SUSTAINABILITY STATEMENT

As required by:

- The National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.

APPLICATION NO:	18/00364/FUL
LOCATION:	Tanhouse, Runcorn, WA7 2HE
PROPOSAL:	Proposed demolition of existing 3 storey flats and public house and construction of 16 no. two bed houses on the site.
WARD:	Halton Castle
PARISH:	None
AGENT(S) / APPLICANT(S):	John McCall Architects Ms Lisa McAllister, Plus Dane Housing
DEVELOPMENT PLAN ALLOCATION:	Primarily Residential Area
National Planning Policy Framework (2018)	
Halton Unitary Development Plan (2005)	
Halton Core Strategy (2013)	
Joint Merseyside and Halton Waste Local Plan (2013)	
DEPARTURE:	No
REPRESENTATIONS:	Four representations have been received from the publicity given to the application
KEY ISSUES:	Design, Amenity, Affordable Housing, Open Space, Access, Ground Contamination, Topography, Highways and Parking and Loss of Trees
RECOMMENDATION:	Approve subject to conditions
SITE MAP	



1. APPLICATION SITE

1.1 The Site

The site subject of the application is located off The Brow in the Tanhouse area of Runcorn. The site is currently occupied by empty 3 storey flats and a pub which has closed. The site is 0.74ha in area.

Along with the neighbouring Castlefields Estate, the bulk of the estate was built in the 1960s and 70s. There are two areas of communal parking to the east and south west of the site.

Located to the north of the site is The Brow Primary School.

Vehicular and pedestrian routes are separated throughout the estate and there is a dedicated busway which passes adjacent to the site to the west.

There are land level changes around the surrounding area and the area is well landscaped with mature trees around the periphery of the site. The site is generally flat across the front but slopes at the rear towards the school, its carpark and playing fields.

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

1.2 Planning History and Background

None directly relevant

2. THE APPLICATION

2.1 The Proposal

The application proposes the demolition of the existing 3 storey flats and public house and construction of residential development comprising 16no.

two bedroom dwellings with associated parking and environmental improvement works.

2.2 Documentation

The planning application is supported by the following documents:

- Design and Access Statement
- Phase I Geo-Environmental Site Assessment
- Drainage Report
- Arboricultural Impact Assessment
- Tree Survey
- Bat Roost Assessment
- Bat Emergence Surveys Report
- Phase One Habitat Survey (Preliminary Ecological Appraisal)

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 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 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;
- GE21 Species Protection;
- GE27 Protection of Trees and Woodlands;
- PR14 Contaminated Land;
- PR16 Development and Flood Risk;
- TP7 Pedestrian Provision as Part of New Development;
- TP12 Car Parking;
- TP17 Safe Travel For All;
- H3 Provision of Recreational Greenspace;
- LTC5 Protection of Community Facilities

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;
- CS13 Affordable Housing;
- CS18 High Quality Design;
- 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

No objection – Approval with condition

Layout/Highway Safety

The application proposes a new footway along the south of the site fronting plots 4-12. As this will be the main pedestrian connection for the existing properties on The Croft (replacing the existing route through the flats at Tanhouse) it will be necessary for measures (such as bollards) to be implemented to prevent the footway being obstructed by parked vehicles.

Parking

The application proposes 38 spaces though 37 were counted on the plan. The parking proposed however would appear to be appropriate for the development site.

FRA/Drainage

If permission were to be granted, any new or extended hardstanding (flags, block paving, tarmac, concrete) within the property boundary shall be constructed in such a way as to prevent surface water runoff from the hardstanding onto the highway.

Agreement with the Lead Local Flood Authority (LLFA) would be required in regard to a flood and drainage strategy. Given the nature of the site, access to main drainage and topography we would recommend full details for surface water and foul drainage systems be submitted.

Construction Phase Considerations

Submission of construction phase management plan prior to commencement.

All construction related vehicle parking should be accommodated on site and deliveries to site be suitably managed. Wheel wash facilities and a road sweeper regime should be provided as appropriate given the nature of this narrow road, with winter management/gritting plan. Details of how underground services will be dealt with should also be included.

Conditions

Submission of construction phase management plan prior to commencement.

Footway to be protected from obstructions by parked vehicles fronting plots 4-12.

Drainage details to be provided & agreement with LLFA

4.2 Lead Local Flood Authority

The Drainage Assessment submitted with the application states that the development is in flood zone 1, and with low risk of surface water flooding. The development is not in a Critical Drainage area and it is demonstrated that as a brownfield site, there is a similar combined hardstanding/roof area to the existing development. Nevertheless it is proposed to reduce runoff to 50% of

current rates via the use of an attenuation tank to 23.5l/s and discharge (as at present) via water sewer (drainage to soakaway and watercourse are considered to be unfeasible).

The LLFA do not object in principle to the application, subject to a pre-commencement condition.

4.3 Contaminated Land

The application is supported by the following:

- PHASE I GEO-ENVIRONMENTAL SITE ASSESSMENT Prepared for Engie Report Ref: 12-436-R01 July 2018

The applicant has submitted a detailed preliminary risk assessment that presents the findings of a desk study and site reconnaissance. It concludes that there are only limited potential sources of contamination as a result of the current and historical land uses in this location, and that the site is likely to be suitable for the proposed development.

The report recommends that some site investigation is conducted post-demolition of the current buildings to confirm the assumptions of the preliminary assessment.

The Council's Land Contamination Officer is in agreement with the findings and recommendations and, therefore, has no objection to the application providing that any approval is conditioned to require site investigation and risk assessment and, if necessary, the development and implementation of a remediation strategy with supporting verification reporting.

4.4 Merseyside Environmental Advisory Service

The applicant has submitted the following reports, which meet BS42020:2013, in accordance with Local Plan Policy CS20:

- Extended Phase One Habitat Survey (Preliminary Ecological Appraisal): Tanhouse, Runcorn, Amenity Tree Care, 29th January 2018
- Bat Roost Assessment – Preliminary Roost Feature (PRF) Inspections in Trees & Buildings: Tanhouse, Runcorn, Amenity Tree Care, 29th January 2018
- Tree Survey & Constraints Report: Tanhouse, Amenity Tree Care, Undated.
- Bat Emergence Surveys Report: Tanhouse, Amenity Tree Care. 11th September 2018.

It is advised that the reports are acceptable.

Built features or vegetation on site may provide nesting opportunities for breeding birds, which are protected. The following condition is required:

No tree felling, scrub clearance, hedgerow removal, vegetation management, ground clearance and/or building works is to take place during the period 1 March to 31 August inclusive. If it is necessary to undertake works during the bird breeding season then all buildings, trees, scrub, hedgerows and vegetation are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. If present, details of how they will be protected are required to be submitted for approval.

Cotoneaster and rhododendron are present within the site boundary. The applicant should ensure appropriate removal and disposal of the invasive species and should submit a method statement for approval prepared by a competent person that includes the following:

- A plan showing the extent of the plants
- What method(s) will be used to prevent the plant spreading further, including demarcation; and
- What method(s) of control will be used, including details of monitoring

The development may have impacts upon small mammal species during the demolition and construction phases. Harm is avoidable if Reasonable Avoidance Measures (RAMs) are put in place. These measures can be secured by a suitably worded planning condition and include:

- A toolbox talk regarding the presence of terrestrial mammal species, e.g. hedgehog, in the area and the legislation protecting them;
- A pre-commencement check for signs of hedgehog activity on site;
- Appropriate storage of materials to ensure that they do not provide resting or hibernation opportunities;
- All excavations should be covered at night to prevent access by terrestrial mammals; if this is not possible then a means of escape should be provided to ensure that no animals become trapped.
- Protective fencing should be erected around the construction area.

Waste

The proposal is major development and involves excavation, demolition and construction activities which are likely to generate significant volumes of waste. Policy WM8 of the Merseyside and Halton Waste Joint Local Plan (WLP), the National Planning Policy for Waste paragraph 8, bullet point 3 and Planning Practice Guidance 49 apply. These policies require the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste and minimisation of off-site disposal.

In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. a site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.

The applicant has provided sufficient information in Drawing L04 *Proposed Site Plan* to comply with policy WM9 (Sustainable Waste Management Design and Layout for New Development) of the Merseyside and Halton Joint Waste Local Plan (WLP) and the National Planning Policy for Waste (paragraph 8, bullet point 2). The Proposed Site Plan (amend as appropriate) can be secured as an Approved Drawing and/or Document by a suitably worded planning condition

Ecology

The Extended Phase 1 Habitat survey contains recommendations for enhancement measures in section 5. It is advised that these are incorporated into the design of the scheme, in accordance with Local Plan policy CS20, NPPF and PPG. These measures include:

- Bird nest boxes, including sparrow terraces and starling nest boxes;
- A landscaping scheme including native, nectar-rich species and native tree and shrub species of local provenance; and
- Native, species-rich hedgerow.

Waste

A waste audit or similar mechanism provides a mechanism for managing and monitoring construction, demolition and excavation waste. This is a requirement of WLP policy WM8 and the National Planning Policy for Waste (paragraph 8, bullet point 3); and is advised for projects that are likely to produce significant volumes of waste (NPPG, paragraph 49). Implementation of such mechanisms may also deliver cost savings and efficiencies for the applicant. The following information could be included within the waste audit (or similar mechanism) as stated in the Planning Practice Guidance:

- the anticipated nature and volumes of waste that the development will generate;
- where appropriate, the steps to be taken to ensure the maximum amount of waste arising from development on previously developed land is incorporated within the new development;
- the steps to be taken to ensure effective segregation of wastes at source including, as appropriate, the provision of waste sorting, storage, recovery and recycling facilities; and
- any other steps to be taken to manage the waste that cannot be incorporated within the new development or that arises once development is complete.

Information to comply with policy WM8 could be integrated into a Construction Environment Management Plan (CEMP) if one is to be produced for the development. This would have the benefit of ensuring that the principles of sustainable waste management are integrated into the management of construction on-site to improve resource efficiency and minimise environmental impacts.

4.5 Open Spaces

Trees

The proposed development is not within a conservation area and trees are not afforded statutory protection. Initial inspections of the trees are consistent with comments provided in the submitted tree survey.

Trees on the development are of even age with exception of self-sets, which are prevalent. Many self-sets are starting to achieve significant size on particular those along the northern edges.

T1 has been subject to several crown lifts and consequently has poor form and low amenity value. T24 has outgrown its position and is causing structural damage to the adjacent car park and adopted footways. T13 is of significant size however its removal would not have a significant impact on the amenity value of the area. This is due to the collective dominance of nearby trees. Trees T2-T5 will require lifting to avoid damage by demolition and construction traffic. All tree works must comply with BS3998.

The tree survey shows the majority of trees on site have a retention category of C and this should not be seen as a constraint to the proposed development. Tree losses should be mitigated by replacement planting.

Retained trees will require root protection to BS5837:2012 during demolition and construction.

Ecology

There are no formal ecological constraints associated with the proposal. All works must comply with the current bird nesting legislation, Wildlife and Countryside Act 1981 Part 1 Section 1 (1) (with amendments).

4.6 United Utilities

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice 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. We request the following drainage conditions are attached to any subsequent approval to reflect this approach:

Condition 1

Following our review of the submitted Drainage Strategy, we can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted we request the following condition is attached to any subsequent Decision Notice:

The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing D02, Rev A – Dated June '18 which was prepared by MDA. For the avoidance of doubt and unless otherwise agreed in writing by the Local Planning Authority, surface water must drain at the restricted rate of 23.5l/s. the development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water runoff and to reduce risk of flooding.

4.7 Natural England

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected sites or landscapes.

5. **REPRESENTATIONS**

The application was originally advertised by a press advert in the Widnes & Runcorn Weekly News on 02/08/18, three site notices posted on 27/07/18 and 64 neighbour notification letters sent on 26.07.2018. Following the receipt of amended plans, a reconsultation exercise was undertaken which comprised of 64 neighbour notification letters sent on 29.08.2018.

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

- Support for the flats to be demolished;
- Existing parking provision to be overrun by building equipment, lorries and other machinery;
- Lack of parking for residents, the local school nearby at drop off and pick up times;
- Query for details of public consultation;
- Is there provision for better access to the school given existing parking and congestion issues;
- Construction hours;
- Site security during construction;
- Disruption to services and amenities i.e. electricity, gas etc.
- Possible damage to properties from vibrations from digging
- Access to local primary school;
- Traffic congestion

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 the predominant land use in the surrounding area with the addition of The Brow Primary School to the north of the site.

The principle of residential development on this site is considered to be acceptable.

6.2 Layout

The scheme proposes the demolition of existing three storey flats and public house, and the construction of 16 No. two bedroom houses with associated parking and environmental improvements works.

The proposed site layout is considered to be logical, having regard for the need to retain some of the existing parking provisions used by surrounding properties.

The existing residential properties along The Croft would face the proposed dwellings along the south and east edges of the application site.

In respect of separating distances within the proposed scheme, the relationship between plot 3 and plot 6 falls short of the required 13m separation distance for a habitable room window facing a gable elevation by 1m. Due to the constrained nature of these infill sites such shortfalls are considered to be largely inevitable. The scheme is however considered to provide an opportunity to provide a high quality development particularly given the constrained nature of the site and the context of the wider residential area. This 1m shortfall is therefore considered to be acceptable as it would not result in significant harm substantial enough to justify a refusal or removal of a unit.

The scheme is considered to make satisfactory provision with respect maintaining appropriate amenity, separation and outlook for existing and proposed residents in accordance with the Design of Residential Development Supplementary Planning Document

With regard to private outdoor space, the Design of Residential Development Supplementary Planning Document states that houses having 1-2 bedrooms shall have a minimum private outdoor space of 50sqm per unit. Each of the proposed 16 Plots meet this private outdoor space guidance with the addition of attractive garden areas to the front of the dwellings, with tree/shrub retention and planting as well as functional spaces for bin storage and is considered to be acceptable in respect of private outdoor space.

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

It is noted that there are a variety of existing dwelling styles within the immediate surrounding area with a mix of two storey and single storey dwellings. All of the proposed units are to be no taller than two storey in contrast to the original 3 and 4 storey block flats which they will replace. It is considered that the proposed two storey dwellings would not be out of character within the immediate surrounding area even taking account of the need to raise levels to the rear of the site adjoining The Brow Primary School.

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

6.4 Appearance

The proposed dwellings have been designed to incorporate brickwork masonry facades with tiled roofs to provide robust and durable dwellings. The materials proposed would sit comfortably within the site location whilst contributing to a modern and contemporary addition to the area.

Windows have been added to the gable ends of some of the end units (Block B and Block D) in order to increase natural surveillance, reduce blank elevations and create focal points of interest along the street view.

The proposed elevations show that the dwellings proposed would be of an appropriate appearance with some variety in materials and brick detailing to add interest to the overall external appearance. The submission of precise external facing materials and their subsequent implementation 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 Tree Preservation Orders in force at this site and the site does not fall within a designated Conservation Area.

The application is accompanied by a tree survey. It is noted that there are a number of mature trees that will need to be removed from the site to facilitate the development. Whilst the loss of trees is regrettable, this must be balanced against the overall benefits of the scheme. Replacement tree planting can be secured by appropriately worded planning condition.

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

6.6 Site Levels

Although there is a change in land levels across the site and land will need to be raised to facilitate the development, 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 subsequent implementation of the proposed site levels. This would ensure compliance with Policy BE1 of the Halton Unitary Development Plan.

6.7 Affordable Housing

Policy CS13 of the Halton Core Strategy 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 scheme proposes 16 Houses within the social rented sector. The applicant, Plus Dane Housing, is a registered provider of social housing and the proposals are therefore considered to be compliant with Policy CS13 of the Halton Core Strategy and the Affordable Housing Supplementary Planning Document.

6.8 Open Space

The scheme is considered deficient with regards to open space provision when measured against UDP Policy H3. In accordance with the Councils adopted Provision of Open Space SPD financial contributions would normally be required for off-site provision. The proposals are to provide for 100 per cent affordable housing and redevelopment of a brown field site. Such additional costs can affect the viability of a scheme and the availability for planning gain to be secured through the scheme.

6.9 Highway Considerations

By virtue of the scale of the proposed development, there is not a requirement for the application to be accomplished by either a Transport Statement or a Transport Assessment.

It is noted that the objections received relate to the congestion and parking issues caused by the neighbouring primary school, The Brow, and what impact the proposed development would have on these existing issues.

The existing development comprised 35 residential 1 bed units and a public house. All the parking for both of these uses were contained in 2 communal car parks next to the site. These car parks also at other times provide space for the dropping off and picking up of school children in the mornings and afternoons as well as some parking for surrounding neighbours.

As part of the proposed works, the demolition of the public house and 1 bed flats and replacement with 16 new houses will incorporate in-curtilage parking.

The adjacent communal car parks are within the ownership and control of the applicant and it is acknowledged that other people within the community use

these; as such although the overall size/layout of the car parks will be amended during works, communal car parking spaces will be maintained so that overall there is no reduction in the total number of parking spaces provided, even though there are 50% less residential units being created.

100% in-curtilage parking will be provided for the proposed dwellings with extra spaces for visitors in the amended existing car parks on two sides of the site. In terms of parking provision, the Highways officer has considered that there is sufficient parking provision for the number of dwellings proposed.

Site levels dictating, it is the aim to provide level access to all units both at the front and rear of each house to ensure access for all.

The Highways Officer has not raised an objection to the proposed development and is satisfied that an unacceptable highway impact would not result, nor are there any confirmed highway capacity issues. Any necessary off-site highways works can be secured by condition.

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

The proposal is considered to be acceptable from a highway perspective compliant with Policies BE1, TP7, TP12 & TP17 of the Halton Unitary Development Plan.

6.10 Ground Contamination

The application is supported by a Phase I Geo-Environmental Site Assessment

This has been reviewed by the Contaminated Land Officer and no objection has been raised subject to the attachment of a condition which secures the submission of a site investigation, remediation strategy and appropriate validation to ensure that any ground contamination is dealt with appropriately.

The attachment of the condition above will 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 is at a low risk of surface water flooding and has a site area of less than 1ha which does not necessitate the requirement for a Flood Risk Assessment.

The main requirements for the drainage in this case are the reduction in flows offsite and use of the drainage hierarchy which can be conditioned.

It is proposed to reduce runoff to 50% of current rates via the use of an attenuation tank to 23.5l/s and discharge (as at present) via water sewer (drainage to soakaway and watercourse are considered to be unfeasible).

The LLFA has no objection in principle to the application, subject to conditions relating to submission and agreement of details. 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 Ecology

The application is accompanied by an Extended Phase One Habitat Survey (Preliminary Ecological Appraisal), a Bat Roost Assessment – Preliminary Roost Feature (PRF) Inspections in Trees & Buildings and a Bat Emergence Surveys Report.

The Council's Ecological Advisor has commented that the reports are acceptable. Conditions in relation to Cotoneaster and Rhododendron (Method Statement), Breeding Bird Protection, Reasonable Avoidance Measures and Enhancement Measures for Habitats have been suggested.

A Bat Emergence Survey has been supplied by the applicant in response to comments made by the Council's retained adviser. This confirms that no bats were found to emerge from the buildings. As a result no measures are required to mitigate the effects of the development on bats and there is no requirement for a licence from Natural England.

Based on the above, it is considered that the proposal is compliant with Policy GE21 of the Halton Unitary Development Plan and Policy CS20 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 should 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.

6.14 Loss of Public House

The proposals will result in the loss of a Public House. CAMRA (Campaign for Real Ale) has spearheaded a campaign to protect pubs. The proposals will result in the loss of a Public House. CAMRA (Campaign for Real Ale) has spearheaded a campaign to protect pubs. Para.92 of NPPF seeks to ensure that "the social, recreational and cultural facilities and services the community needs" are provided for and guarded which would include public houses.

Policy LTC5 of the adopted Halton Unitary Development Plan seeks to prevent (without compensation) the loss of community facilities where they “serve an important local need”. No objection has been received from local residents or from CAMRA. It is not considered that refusal of planning permission could be sustained on these grounds.

The building is not listed or included on any local list as a heritage asset.

7. CONCLUSIONS

In conclusion, the proposal would deliver further residential development within the Primary Residential Area.

The proposed dwellings demonstrate sufficient separation for both light and privacy and the scheme would have an appropriate amount of private amenity space. The proposal is considered to be of an appropriate design and the elevations indicate a mix of materials and detail to add interest and result in a well-designed development.

Although a number of representations have been received raising concerns regarding parking and congestion especially during school drop off and pick up times, the highways section above has demonstrated that community parking will be maintained in the existing car parks either side of the site, albeit with a different layout, and the Highways Officer has raised no objection to the proposed scheme.

The scheme is considered to offer the opportunity to replace a derelict and poor form of development with quality, modern homes and it is considered that the requirements and aspirations of UDP policy and relevant SPD can be met.

The application is recommended for approval subject to conditions.

8. RECOMMENDATION

The application be approved subject to the following:

1. Standard 3 year permission to commence development (BE1)
2. Condition specifying approved and amended plans (BE1)
3. Requiring submission and agreement of a Construction Management Plan including vehicle access routes and construction car parking; Wheel cleansing facilities/ strategy, construction and delivery hours (BE1)
4. Condition(s) requiring the submission and approval of the materials to be used (BE2)
5. Landscaping condition, requiring submission and agreement of hard and soft landscaping. (BE2)
6. Boundary treatments including retaining walls to be submitted and approved in writing. (BE2)

7. Requiring development be carried out in accordance with the approved site and finished floor levels
8. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/ commencement of use. (BE1)
9. Requiring submission and agreement of site and finished floor (BE1)
10. Condition relating to discovery of previously unidentified contamination. (PR14)
11. Conditions relating to tree protection during construction (BE1)
12. Condition(s) requiring replacement tree planting (BE1)
13. Condition(s) requiring submission and agreement of drainage details (PR16)
14. Submission and agreement of Site Waste Management Plan (WM8)
15. Submission and agreement of a method statement for dealing with Cotoneaster and Rhododendron
16. Submission and agreement of a Small Mammal Reasonable Avoidance Measures Statement GE21
17. Submission and agreement of biodiversity enhancement features including bird and bat boxes, insect and hedgehog houses (BE1 and GE21)
18. Site investigation, including mitigation to be submitted and approved in writing. (PR14)
19. Condition requiring submission and agreement of a scheme of bollards or other measures to protect footways from parked vehicles (TP17)

SUSTAINABILITY STATEMENT

As required by:

- The National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.

APPLICATION NO:	18/00368/FUL
LOCATION:	Former Albert Hotel, 160 Albert Road, Widnes
PROPOSAL:	Proposed development of three storey apartment block comprising 13 no. apartments with ancillary development
WARD:	Appleton
PARISH:	N/A
AGENT(S) / APPLICANT(S):	Mr David Dobson, Onward Homes and Crossfield Construction
DEVELOPMENT PLAN ALLOCATION: National Planning Policy Framework (2018) Halton Unitary Development Plan (2005) Halton Core Strategy Local Plan (2013)	Primarily Residential Area
DEPARTURE	No
REPRESENTATIONS:	None (See Representations)
KEY ISSUES:	Principle of Development; Design, Parking and Highway Safety, Drainage, Archaeology, Contamination.
RECOMMENDATION:	Approve Subject to Conditions

SITE MAP

THE APPLICATION SITE

The Site

Site of approximately 544m² being the site of the former Albert Hotel which was in the process of conversion to flats when it was severely damaged by fire.

Planning History

A previous planning application Ref: 13/00178/FUL was approved for the proposed conversion of the former Public House into 6 no. residential units. Following damage by fire a subsequent planning permission Ref: 17/00188/FUL was approved for the demolition of the remnants of the former public house and erection of 6 no. two bedroom terraced dwellings.

THE APPLICATION

The proposal

The application seeks to demolish the remnants of the former public house and redevelopment of the site to erect a three storey apartment block comprising 13 no. apartments with ancillary development with access from Albert Road.

Documentation

The applicant has submitted a planning application, drawings and the following reports:

Design and Access Statement

Phase 1 and 2 Site Investigation Report

Affordable Housing Statement

POLICY CONTEXT

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 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.

Halton Unitary Development Plan (UDP) (2005)

The site lies entirely within a Primarily Residential Area in the Halton Unitary Development Plan. The following policies are considered to be of particular relevance: -

- BE1 General Requirements for Development;
- BE2 Quality of Design;
- PR14 Contaminated Land;
- PR16 Development and Flood Risk;
- TP6 Cycle Provision as Part of New Development;
- TP12 Car Parking;
- TP17 Safe Travel For All;
- H3 Provision of Recreational Greenspace;
- LTC5 Protection of Community Facilities

Halton Core Strategy (2013)

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

- CS1 Halton's Spatial Strategy
- CS2 Presumption in Favour of Sustainable Development;
- CS3 Housing Supply and Locational Priorities;
- CS13 Affordable Housing;
- CS18 High Quality Design;
- CS19 Sustainable Development and Climate Change
- CS23 Managing Pollution and Risk.

Joint Waste Local Plan 2013

WM8 Waste Prevention and Resource Management

WM9 Sustainable Waste Management Design and Layout for New Development

Supplementary Planning Documents (SPD)

New Residential Development SPD

Draft Open Space Provision SPD

Designing for Community Safety SPD

CONSULTATIONS

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

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

United Utilities – No Objection in Principle

Council Services:

HBC Contaminated Land – No Objection in Principle

HBC Highways – No Objection in Principle

Lead Local Flood Authority – No Objection in Principle

Cheshire Archaeology Advisory Service – No Objection in Principle

REPRESENTATIONS

No letters of objection have been received. One letter has been received and responded to requesting an extension to the deadline for comments to allow instruction of a party wall surveyor. A response has been provided confirming that

Whilst I appreciate you may have party wall concerns regarding the proposals these run parallel and independent of the planning process. The application is to be reported to the Council's Development Control Committee and this will not happen until likely beginning of September and any comments received up to that committee may be reported. I would suggest that you supply any planning related comments as soon as possible in order that where relevant these may be addressed through our assessment of the scheme. Any subsequent comments as a result of your party wall advice may be submitted later if relevant provided they are received before the determination of the application.

No subsequent correspondence has been received.

ASSESSMENT

Principle of Development

The site is located within the Primarily Residential Area as designated by the Halton Unitary Development Plan. Planning permission has previously been approved for residential uses on the site and the principle of such uses is therefore considered to have been established. The principle of residential development on this site is considered to be acceptable.

Design, Character and Amenity

The scheme proposes a single block of 13 no apartments with a mix of 11 no. 2 beds and 2 no. 1 beds fronting Albert Road and Halton View Road, Widnes. The building will be of relatively modern design constructed predominantly of traditional brick with contrasting feature brickwork detailing between windows where every second course is proposed to be recessed 10mm and soldier course detailing above openings. The building will be of a flat roof hidden behind a parapet wall with similar soldier course detailing.

The building is 3 storeys with parking to the rear accessed via an undercroft. The design incorporates a curved frontage following a similar building line and reminiscent of the former Albert Hotel building being replaced. The option to include a pitched roof has been discussed with the applicant but dismissed due to the complexity of construction given the curved profile and the impact of the additional building massing this would create.

The scheme offers high density development in accordance with Core Strategy Policies CS3 and CS9 and is considered to provide a quality development particularly suited to the site and wider area. The re-introduction of the curved frontage is considered a welcome detail. The variation in detail and massing is considered to provide a good balance relating well to the surrounding properties and respecting the amenity of adjoining residents whilst providing a feature building at a prominent junction.

At the time of writing discussions are ongoing with the developer regarding the specific detailing of the building design and members will be updated accordingly.

Highway Considerations

The scheme will be accessed via an undercroft from Albert Road. Parking for nine cars including one for disabled users is provided to the rear of the building together with space for enclosed cycle parking and bin storage.

The site is considered to be well located in relation to Widnes Town Centre, local services and public transport. On that basis the Councils Highways Engineers have confirmed that they are satisfied in terms of the level of parking provision and general arrangement within the scheme and therefore raise no objection in principle.

Discussions are ongoing with the developer regarding the detail of the scheme in relation to disabled and cycle parking and ensuring that windows do not open over

the highway. It is considered that these can be satisfactorily resolved and members will be updated accordingly.

Archaeology

The application has been reviewed by Cheshire Archaeology Planning Advisory Service who have confirmed that the development area is first depicted on the Ordnance Survey of 1849 (Lancashire & Furness, 1:10,560) and is shown to comprise of an unidentified, 'L' shaped structure and garden. During this period Appleton and its immediate surrounding were relatively rural in nature, however by the late 19th century the industrial growth of the north-west had resulted extensive development which saw the construction of industrial works, associated workers housing and municipal buildings within Appleton and its surroundings. The earliest phases of this industrial growth saw the construction of the Albert Hotel within the development area (OS 1893, Lancashire & Furness, 1:2500). The hotel appears to sit on the footprint of the earlier building depicted on the OS map of 1849, however it is not known if this earlier structure was demolished to make way for the hotel or if this was incorporated whole or in part into the Albert Hotel? The hotel appears relatively unaltered on all subsequent Ordnance Survey mapping however in 2016 it was the subject of an arson attack and now lies in a state of ruin.

Given the history outlined above they advise that the Albert Hotel is certainly of historical value and therefore does have archaeological significance on a local level. As the proposed development will result in the total loss of the remaining structure, the Cheshire Archaeology Planning Advisory Service (APAS) in consultation with the Conservation Officer recommend that the building be the subject of an archaeological record prior to its demolition and clearance. APAS would recommend that this work conform to a Level I Photographic Building Survey in line with the guidance set out in Section 5.2 of Understanding Historic Buildings: A Guide to Good Recording Practice (2016), published by Historic England. This work can be secured by means of appropriately worded planning condition.

Flood Risk and Drainage

The Lead Local Flood Authority (LLFA) have advised that the development is in flood zone 1 and therefore the proposed use is compatible. Whilst there is no information with the application regarding site drainage and flood risk, given the size of the site and the above a full Flood Risk Assessment is not considered necessary.

Notwithstanding that a drainage strategy incorporating Sustainable Urban Drainage System (SUDS) in line with the hierarchy will need to be developed and drainage plans and calculations will need to be secured by condition. This will include proposals to ensure that potential surface water flooding issues identified on EA risk maps are addressed, and, in line with NPPF, surface water discharge from the site should be as close as possible to greenfield rate. Minimum attenuation requirements set out for a brownfield site in a Critical Drainage area in Halton's Strategic Flood Risk Assessment (SFRA) will need to be met.

United Utilities has also recommended conditions relating to submission and agreement of drainage details. The LLFA and United Utilities raise no objection in

principle. It is considered that an appropriate drainage strategy and attenuation can be secured by appropriately worded planning condition.

Contaminated Land

The application is supported by Phase 1 and Phase 2 Site Investigation Reports. The reports present a preliminary risk assessment with a follow on site investigation and risk assessment.

The Council's Contaminated Land Officer has advised that, given the previously developed nature of the site there was a potential for some land contamination issues of low to moderate risk, associated with likely made ground. The site investigation was limited by access given that approximately half of the site is taken up by the current derelict building. Investigations identified made ground comprising, concrete, brick, cobbles and tarmac approximately 1m thick underlain by glacial clay. Soil sampling and comparison of the analytical results to general assessment criteria, when considering the 100 % hard cover proposed, does not identify any significant risk.

On that basis the Council's Contaminated Land Officer advises that he raises no objection and no further remedial work is recommended. A condition can be included in any planning permission regarding unexpected contamination being identified. This is included in the recommendation section of this report.

Waste

The proposal involves construction activities and policy WM8 of the Joint Merseyside and Halton Waste Local Plan (WLP) applies. This policy requires the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste. In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.

It is considered that sufficient scope exists within the scheme with respect to provision of on-site waste storage and management to demonstrate compliance with policy WM9 of the Joint Merseyside and Halton Waste Local Plan.

Open Space Provision

The scheme is considered deficient with regards to open space provision when measured against UDP Policy H3. In accordance with the Councils adopted Provision of Open Space SPD financial contributions would normally be required for off-site provision. The proposals are to provide for 100 per cent affordable housing and redevelopment of a brown field site. Such additional costs can affect the viability of a scheme and the availability for planning gain to be secured through the scheme. The site is also in close proximity to Crow Wood Park which provides significant green space and recreational functions. It is not considered that further contribution can be justified in this case.

Affordable Housing

Policy CS13 of the Halton Core Strategy 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 scheme proposes 13 apartments within the social rented sector. One of the applicants, Onward Homes, is a registered provider of social housing and the proposals are therefore considered to be compliant with Policy CS13 of the Halton Core Strategy and the Affordable Housing Supplementary Planning Document.

Loss of Public House

The proposals will result in the loss of a former Public House. CAMRA (Campaign for Real Ale) has spearheaded a campaign to protect pubs. Para.92 of NPPF seeks to ensure that “the social, recreational and cultural facilities and services the community needs” are provided for and guarded which would include public houses.

Policy LTC5 of the adopted Halton Unitary Development Plan seeks to prevent (without compensation) the loss of community facilities where they “serve an important local need”. No objection has been received from local residents or from CAMRA. The former pub has been heavily fire damaged and previous planning permission have allowed for its conversion and removal. It is not considered that refusal of planning permission could be sustained on these grounds.

The building is not listed or included on any local list as a heritage asset.

Conclusions

The scheme is considered to offer a good quality of development suited to the character of the site and the wider area whilst providing much needed housing and regenerating a prominent and difficult site. It is considered that the proposals accord with the development plan and National Planning Policy and Guidance. Whilst the submitted scheme as originally submitted raised a number of issues it is considered that these have largely been addressed through amended plans and any outstanding matters can be adequately resolved by further minor amendment and/ or condition. Members will be updated accordingly.

RECOMMENDATION

The application be approved subject to the following:

1. Standard 3 year permission to commence development (BE1)
2. Condition specifying approved and amended plans (BE1)
3. Requiring submission and agreement of a Construction Management Plan including vehicle access routes and construction car parking; Wheel cleansing facilities/ strategy, construction and delivery hours (BE1)
4. Condition(s) requiring the submission and approval of the materials to be used (BE2)
5. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/ commencement of use. (BE1)

6. Requiring submission and agreement of site and finished floor (BE1)
7. Securing implementation of cycle parking and bin storage (TP6/ BE1)
8. Condition relating to discovery of previously unidentified contamination. (PR14)
9. Condition(s) requiring submission and agreement of drainage details (PR16)
10. Submission and agreement of Site Waste Management Plan (WM8)

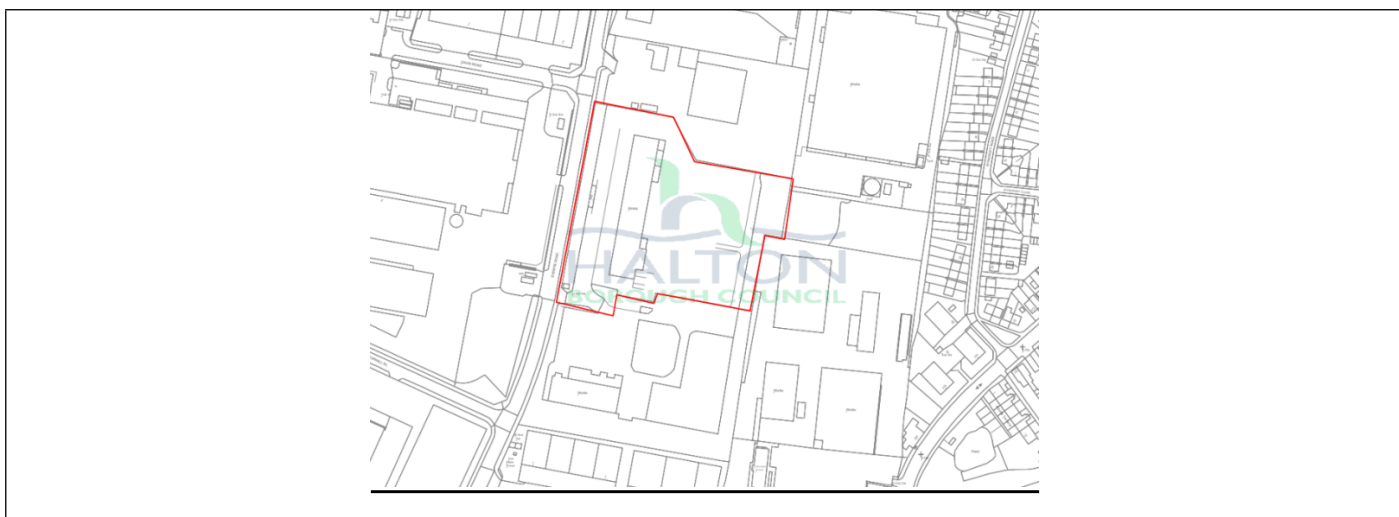
SUSTAINABILITY STATEMENT

As required by:

- The National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.

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

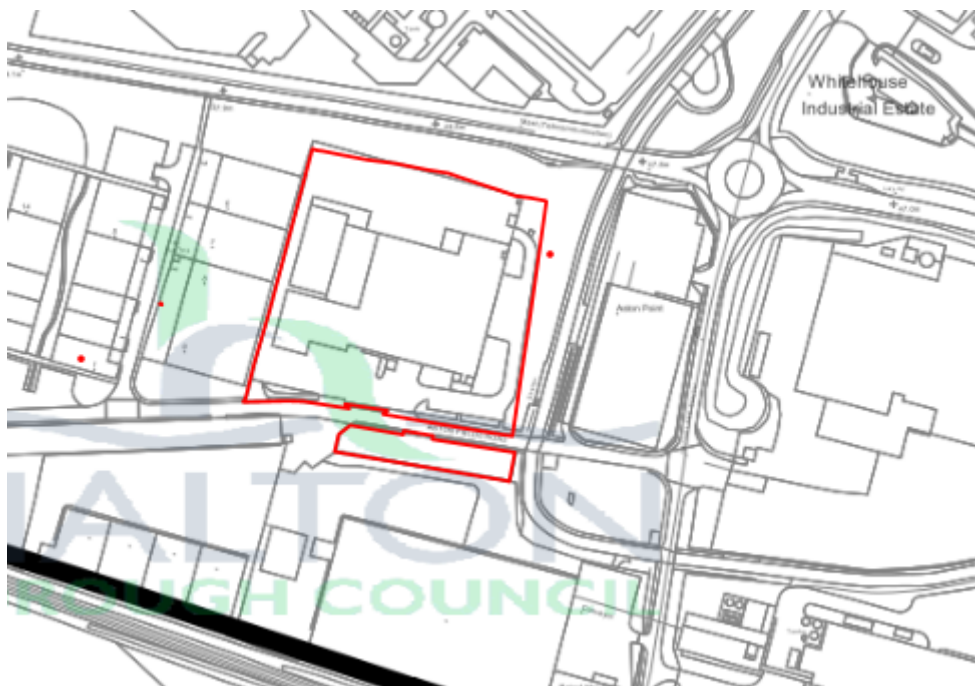
11 SUSTAINABILITY STATEMENT

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.

APPLICATION NO:	18/00434/FUL
LOCATION:	Land Between Aston Fields Road and Northwich Road, Runcorn
PROPOSAL:	Proposed construction of 9,019m ² industrial unit for use classes B1, B2 and B8
WARD:	Daresbury
PARISH:	None
AGENT(S) / APPLICANT(S):	Commercial Development Projects Ltd
DEVELOPMENT PLAN ALLOCATION: National Planning Policy Framework (2018) Halton Unitary Development Plan (2005) Halton Core Strategy Local Plan (2013)	Primarily Employment Area
DEPARTURE REPRESENTATIONS:	No None
KEY ISSUES:	Principle of development, regeneration and employment; drainage; contaminated land and highway issues
RECOMMENDATION:	Approve Subject to Conditions

SITE MAP

THE APPLICATION SITE

The Site

Site of approximately 1.88 hectares being the site of the former Brakes food production facility located within the Whitehouse Industrial Estate. The site is currently accessed via 3 access points from Aston Fields Road.

Planning History

Application ref. 16/00048/DEM was previously approved relating to the prior approval for demolition of the former Brakes building which had remained vacant since 2015. It was determined that prior approval was not required and that demolition has now taken place. The site is now vacant. Planning permission ref. 17/00194/FUL was previously approved for a 9200sq. metre industrial unit for B1, B2 and B8 use including a new access off the A533 Northwich Road

THE APPLICATION

The proposal and Background

Permission is sought for the construction of a 9,019m² industrial unit for use classes B1, B2 and B8 accessed from Aston Fields Road.

Documentation

The applicant has submitted a planning application, drawings and the following reports:

Design and Access Statement

Planning Statement

Geo-Environmental Desk Study

Transport Statement

Drainage and Flood Risk Assessment

POLICY CONTEXT

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 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.

Halton Unitary Development Plan (UDP) (2005)

The following Unitary Development Plan policies and policy documents are relevant to this application: -

- BE1 General Requirements for Development
- BE2 Quality of Design
- PR14 Contaminated Land
- PR6 Development and Flood Risk
- TP6 Cycling Provision as Part of New Development
- TP7 Pedestrian Provision as Part of New Development
- TP12 Car Parking
- TP14 Transport Assessments
- TP16 Green Travel Plans
- E3 Primarily Employment Areas
- E5 New Industrial and Commercial Development

Halton Core Strategy Local Plan (2013)

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

- CS1 Halton’s Spatial Strategy
- CS2 Presumption in Favour of Sustainable Development
- CS4 Employment Land Supply and Locational Priorities
- CS15 Sustainable Transport

CS18 High Quality Design

CS19 Sustainable Development and Climate Change

CS23 Managing Pollution and Risk

Joint Waste Local Plan 2013

WM8 Waste Prevention and Resource Management

WM9 Sustainable Waste Management Design and Layout for New Development

Supplementary Planning Documents (SPD)

Designing for Community Safety Supplementary Planning Document

Design of New Industrial and Commercial Development SPD

CONSULTATIONS

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

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

Environment Agency – No Objection

United Utilities – No objection in Principle/ Drainage Queries Raised

British Pipeline Agency - No Objection

Council Services:

HBC Contaminated Land – No objection

HBC Highways – No Objection

Lead Local Flood Authority – No objection in Principle/ Drainage Queries Raised

REPRESENTATIONS

None Received

ASSESSMENT

Background

The application seeks permission to construct a 9,019m² industrial unit for use classes B1, B2 and B8.

The site was formerly home to Brakes food production facility which had been extended over the years and previously reported to have provided approximately 8,300sq.m. That building has since been demolished and the site now lies vacant.

Planning permission has previously been approved (17/00194/FUL) for a 9200sq. metre industrial unit for B1, B2 and B8 use at the site including creation of a new access off A533/ Northwich Road. The current application states that “that intended occupier has chosen to locate at a different site and a new potential occupier has been identified that does not require the new access onto the A533” and hence a revised submission is being made.

Principle of Development

The site is designated as a Primarily Employment Area in the Halton Unitary Development Plan (UDP). UDP Policy E3 provides that development falling within Use Classes B1 (Business), B2 (General Industry) and B8 (Storage and Distribution) will be permitted in such areas. As such the proposals are considered to accord with this policy and can be considered appropriate in principle.

The site also includes a small area of land which appears outside the former Brakes site fencing in the north east corner of the site currently occupied by a small area of mounding with trees. The applicant has confirmed that this land is within their ownership. For the avoidance of doubt this land is also designated as a Primarily Employment Area in the Halton Unitary Development Plan and this associated development is also considered acceptable in principle. Wider issues relating to the loss of trees and visual impact are considered later as part of the wider planning balance.

Design and Character

The proposal is for a modern industrial building for B1, B2 and B8 uses. The proposed building will measure approximately 13.9m to eaves and 15.7m to ridge. The ground floor industrial unit will provide a gross internal area of approximately 8,500sq.m plus approximately 500sq.m of offices at first floor.

The building will be constructed from a palette of modern horizontal and vertical cladding panels in a mix of silver and greys with contrasting black flashings. The building and wider development is considered to be of a quality appropriate to the site and wider area.

The building, HGV access, loading doors and servicing together with parking will be to the rear accessed from Aston Fields Road and the existing industrial estate. Unlike the scheme previously approved the existing trees and landscaping on adjoining land are no longer proposed to be removed and will substantially screen the development from the A553 Northwich Road frontage and adjoining busway to the east. The loss of a small area of mounding and trees from the small area of additional land in the north east corner of the site is considered to be negligible in the wider landscape context.

Highway Considerations

The existing site is currently accessed via Aston Fields Road and operates with 3 points of vehicle access/ egress. The site links to the surrounding highway network via the roundabout at the junction of the A553 Northwich Road/ Aston Lane South. The proposed development will continue to be accessed in a similar way from Aston Fields Road.

Parking provision is made within the scheme for 159 spaces which is reliant on the overflow car park on the opposite side of Aston Fields Road being available for use for the life of the development. It is considered that this can be secured by planning condition. The site is considered to be adequately served with regards accessibility to bus routes and is served by suitable pedestrian links.

Minor amendment have been made to the scheme to provide secure, covered cycle parking, improve disabled parking provision in line with comments by the Council's Highways Officer. Provision for Electric Vehicle charging provision can be secured by suitably worded planning condition.

On that basis the Council's Highways Engineer has confirmed that no objections are raised to the scheme subject to conditions included within the recommendation section of this report. It is therefore considered that no significant transport or highway safety issues are raised capable of sustaining a refusal of planning permission and is acceptable based on NPPF, UDP and Core Strategy Policy.

Ecology

No ecological information has been submitted with the application. Whilst the site of the demolished building is considered to be of limited potential with respect to ecology. Any trees that are to be removed should be checked for bats and that all works comply with current bird nesting legislation. It is considered that this is covered by other legislation and the applicant can be reminded of their duties in this regard by way of informative attached to any planning permission.

Flood Risk and Drainage

The application site is identified as lying within Flood Risk Zone 1. In accordance with national and local policy the proposed development is therefore considered to be located within an area of low flood risk.

Due in part to existing underlying ground contamination issues the report advises that it is unlikely that any form of filtration or SuDS scheme are likely to be appropriate. The application therefore states that it is intended that the site will be drained to existing foul and surface water systems with attenuation to restrict discharge to a rate of 70 per cent of the previous discharge rate to account for climate change. A drainage scheme based on those principles can be secured by planning condition.

United Utilities has confirmed that they raise no objections in principle but have requested additional evidence or recalculation in relation to discharge rates. The applicant has been advised of this request and Members will be updated of their response and/ or subsequent comment by United Utilities. They have recommended

that conditions requiring foul and surface water to be drained on separate systems and submission and agreement of a surface water drainage scheme are attached to any planning permission. These are included in the recommended conditions at the end of this report.

The Lead Local Flood Authority (LLFA) has also raised queries with regard to proposed discharge rates. A detailed response is awaited from the applicant. Members will be updated orally.

Contaminated Land

The application is supported by a Geoenvironmental Desk Study Report. Based on advice from the earlier grant of planning permission, the Council's Contaminated Land Officer confirmed that the report presents a detailed review of the available information for the site and formulates an initial conceptual site model based on that review. The site is assessed as low to moderate risk as a consequence of the previous industrial development and the potential for contaminated made ground. The Council's Contaminated Land Officer has confirmed that his advice remains the same.

The report recommends that further site investigation is required to fully characterise the site and assess the actual level of risk and to determine whether any remedial measures are required.

The Environment Agency has confirmed that they raise no objection in principle to the proposed development as they consider the controlled waters at the site to be of low sensitivity but refer the applicant to standing advice. The Council's Contaminated Land Officer has also confirmed that he raises no objection to the application, but recommends that, if the application is to be approved, it is conditioned to require site investigation, risk assessment and if necessary a remediation strategy with supporting verification reporting. It is considered that this can be secured by suitably wording planning condition.

Waste, Sustainable Development and Climate Change.

The proposal involves construction activities and policy WM8 of the Joint Merseyside and Halton Waste Local Plan (WLP) applies. This policy requires the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste. In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.

The applicant has not provided information with respect to provision of on-site waste storage and management to demonstrate compliance with policy WM9 of the Joint Merseyside and Halton Waste Local Plan. It is considered that this can be secured by a suitably worded condition.

Halton Core Strategy Local Plan Policy CS19 (Sustainable Development and Climate Change) seeks to encourage BREEAM Excellent standard from 2013. The applicant

has been requested to provide a sustainability statement and their response is awaited. Members will be updated orally.

Conclusions

The application seeks permission for the construction of a 9,019m² industrial unit for use classes B1, B2 and B8. Core Strategy Policy CS2 and NPPF paragraphs 11 and 38 set out the presumption in favour of sustainable development whereby applications that are consistent with national and up-to-date local policy should be approved without delay.

The use of the site for B1, B2 and B8 development in accordance with UDP Policy E3 securing valuable employment opportunities is therefore considered to be an appropriate use for the site.

It is considered that the redevelopment of such a vacant site for a good quality industrial building and offering potential employment opportunities should be welcomed. The proposals are considered to be of a quality suited to the site and in keeping with the area and adjoining developments. It is considered that highway and other issues raised as a result of the original submission have been adequately addressed and that any outstanding issues can be resolved by way of oral update and appropriately worded planning conditions.

RECOMMENDATION

That the application is approved subject to:-

Conditions relating to the following:

1. Standard 3 year timescale for commencement of development
2. Specifying approved and amended plans
3. Requiring submission and agreement of a Construction Environmental Management Plan to include wheel wash and construction hours
4. Materials condition(s), requiring external finishing materials be carried out as approved (BE2)
5. Landscaping condition, requiring submission and approval both hard and soft landscaping. (BE1/2)
6. Boundary treatment condition(s) requiring fencing etc. be carried out as approved (BE2)
7. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/ commencement of use. (BE1)
8. Requiring submission and agreement of cycle parking details (TP6)
9. Requiring submission and agreement of electric vehicle parking and charging point(s) details (NPPF)
10. Requiring retention of the approved overflow car park for the life of the use (TP12)
11. Conditions relating to further detailed site investigation/ mitigation/ verification (PR14/15)
12. Conditions relating to/ requiring submission and agreement of detailed foul surface water/ highway drainage scheme including attenuation (BE1/ PR5)

13. Requiring submission and agreement of a green travel plan. (TP16)
14. Requiring submission and agreement of site and finished floor levels. (BE1)
15. Submission and agreement of Site Waste Management Plan (WM8)
16. Submission and agreement of an Operational Waste Management Plan (WM9)
17. Requiring submission and agreement of a car park management plan (TP12)

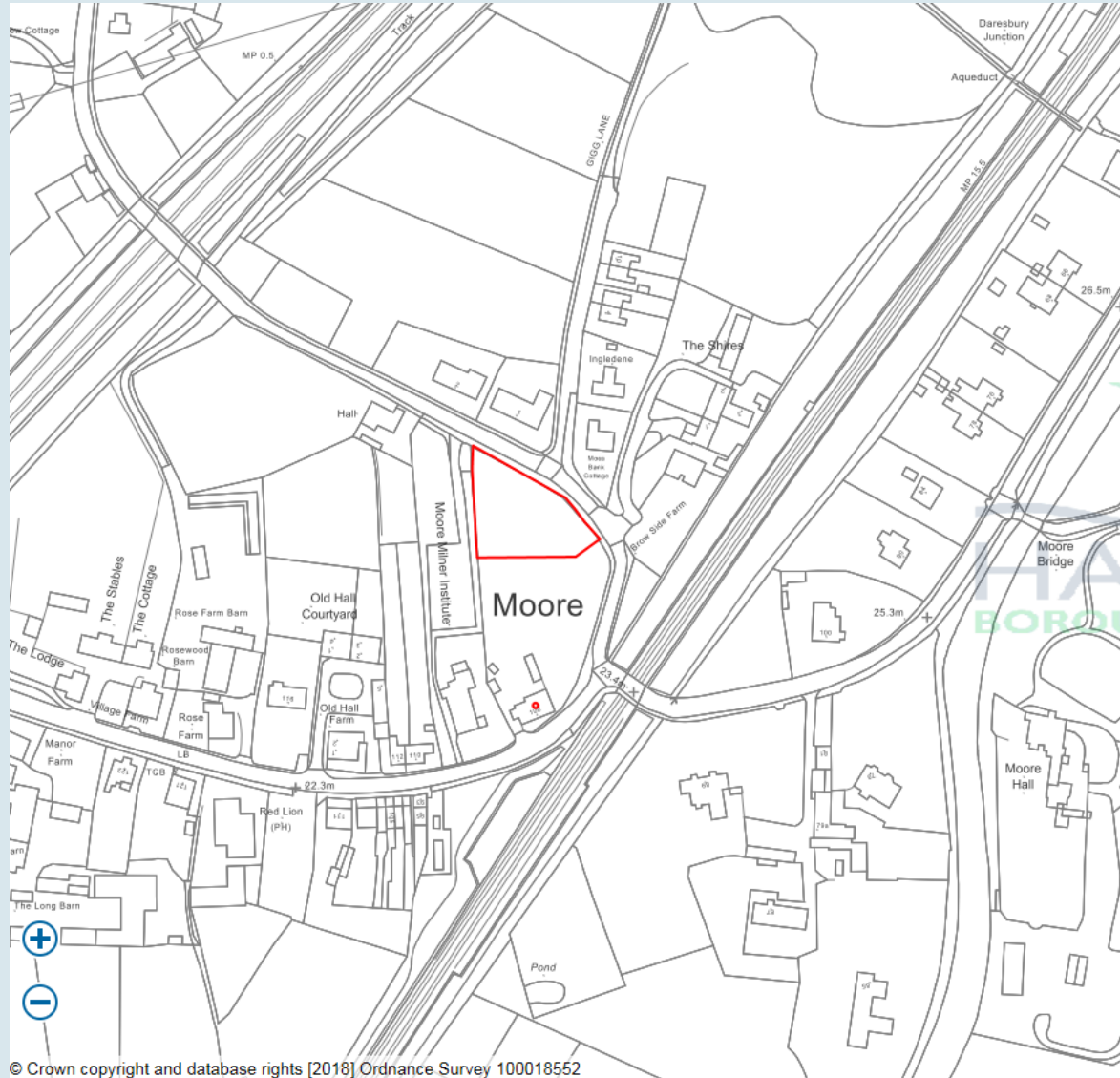
SUSTAINABILITY STATEMENT

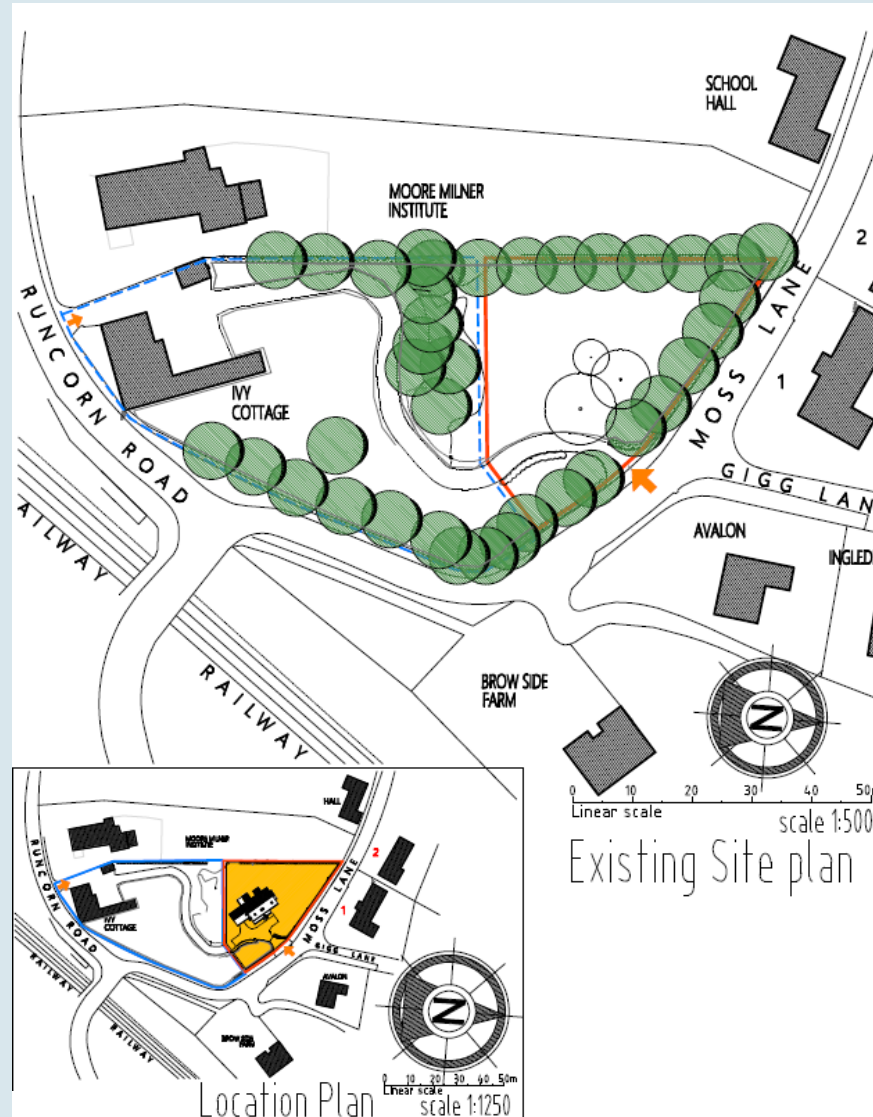
As required by:

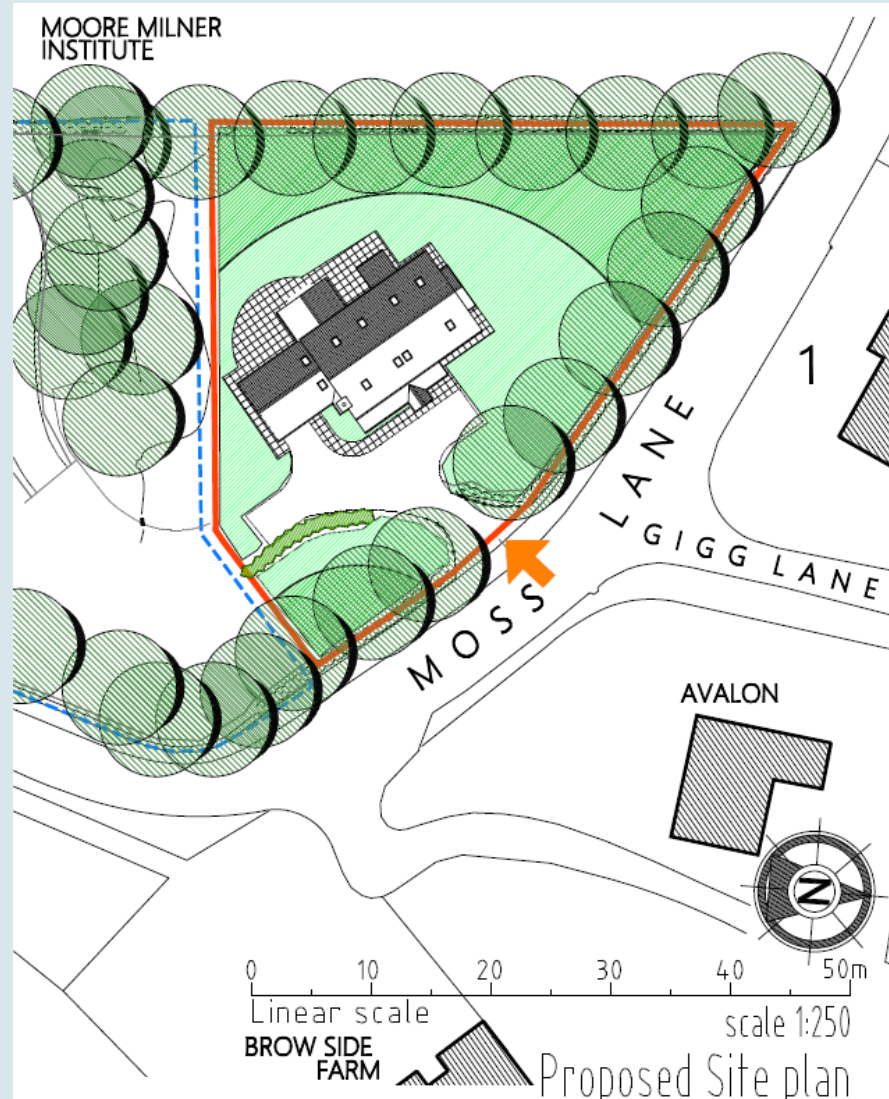
- The National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

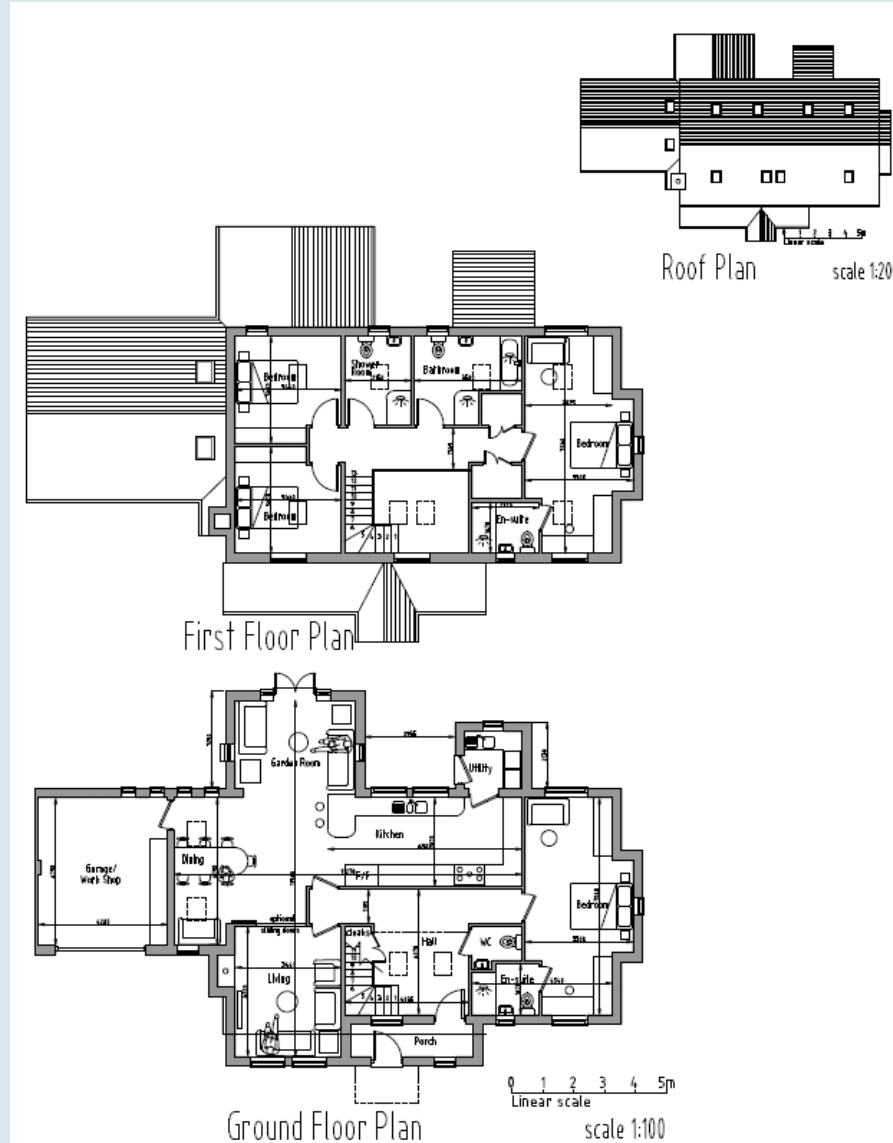
This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.

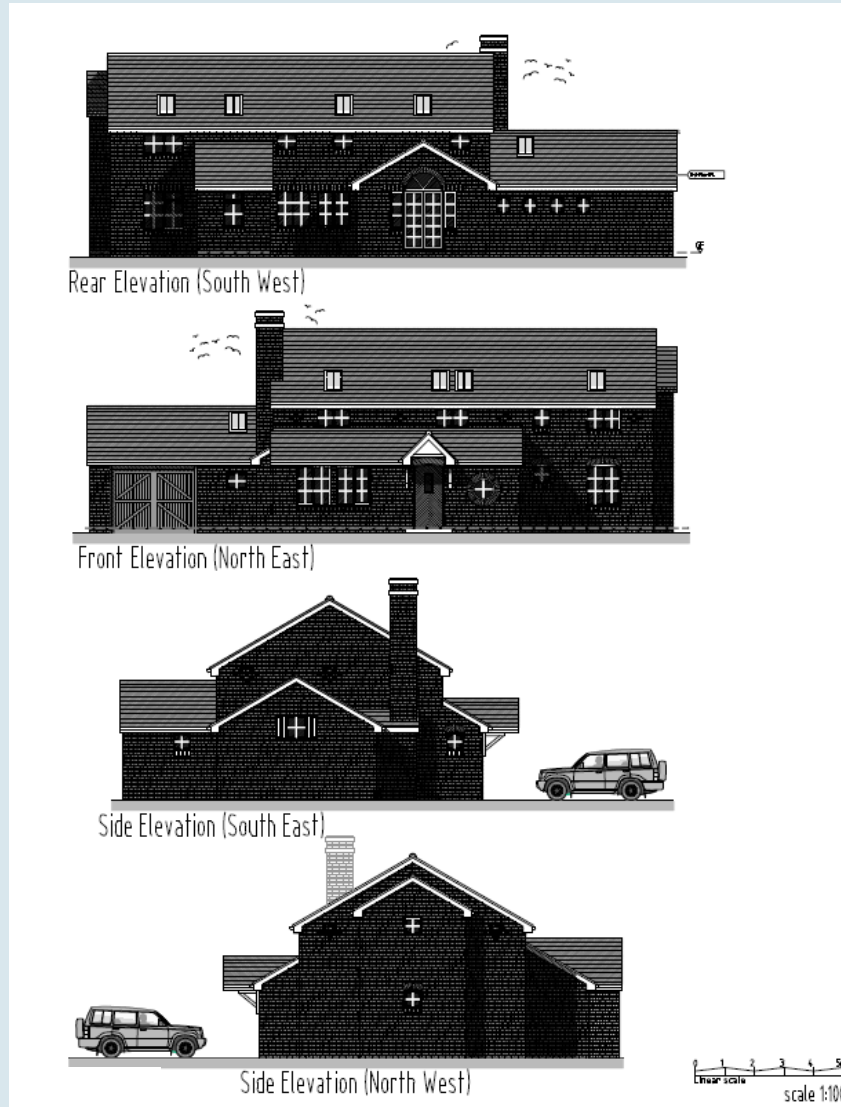






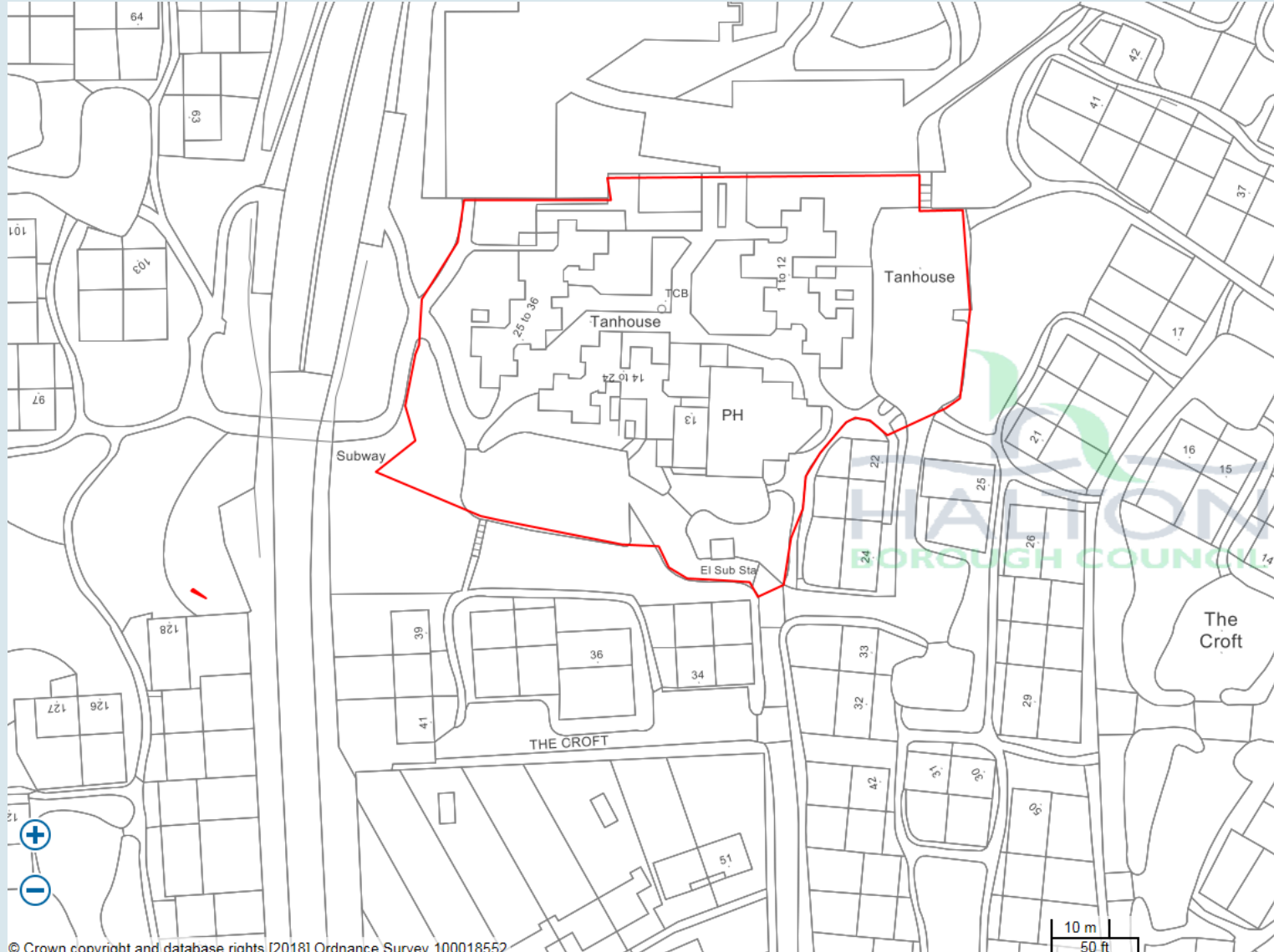


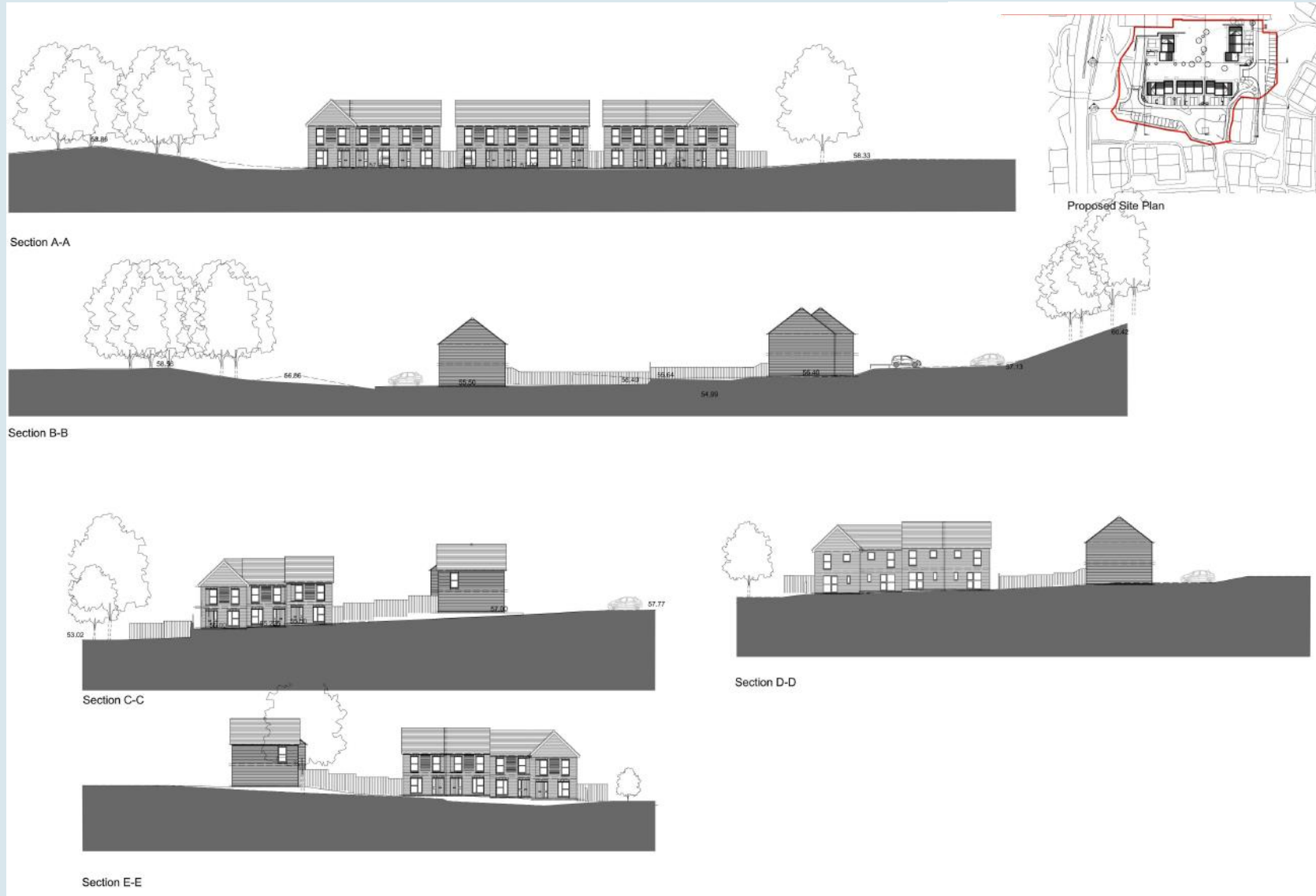




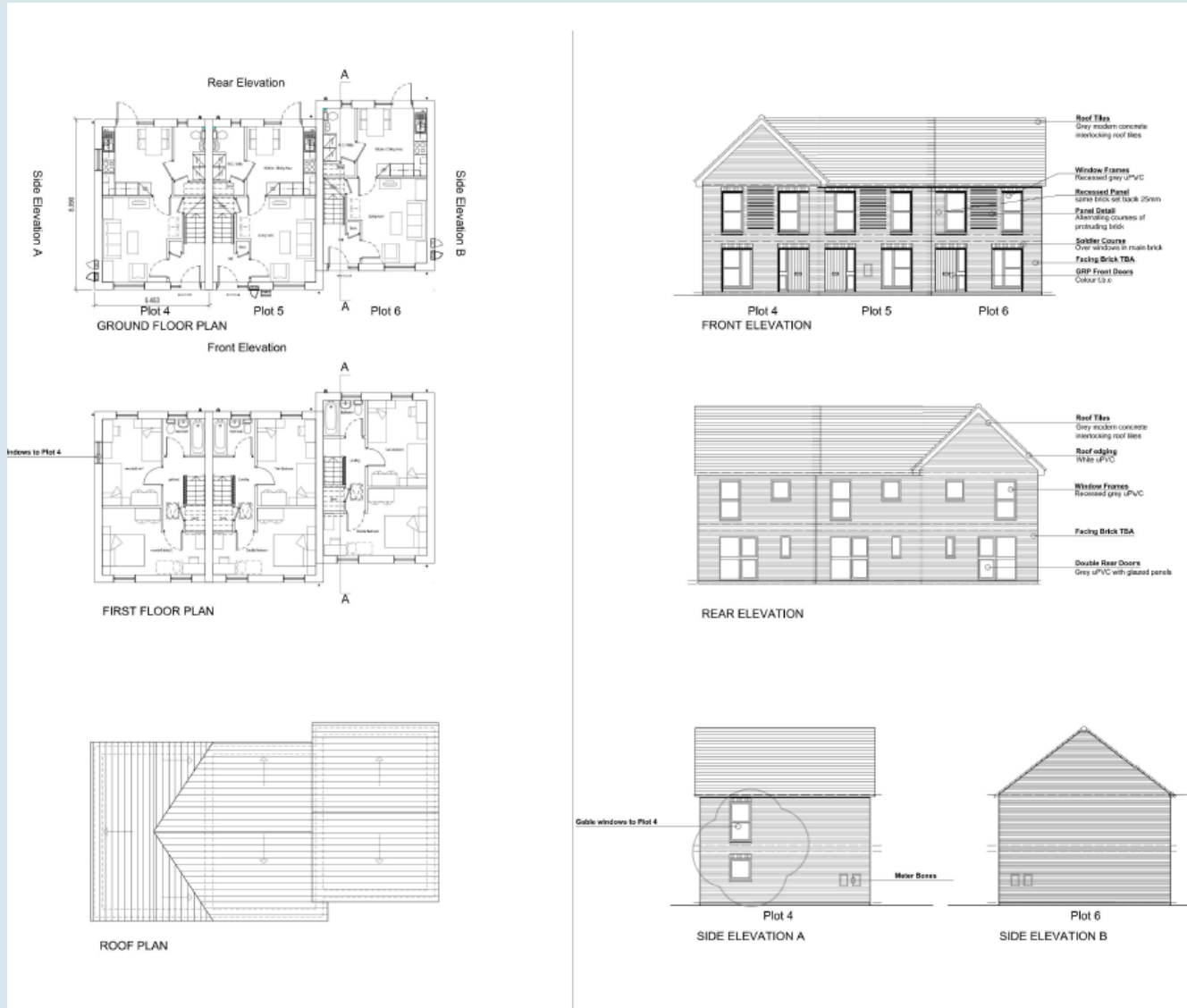


Copyright Bluesky

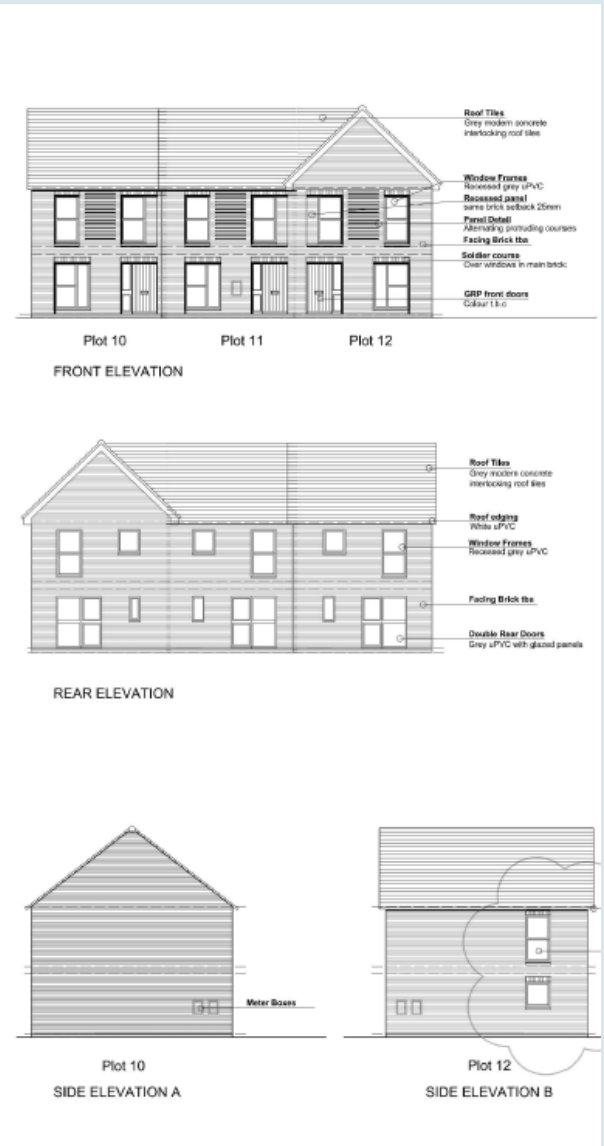
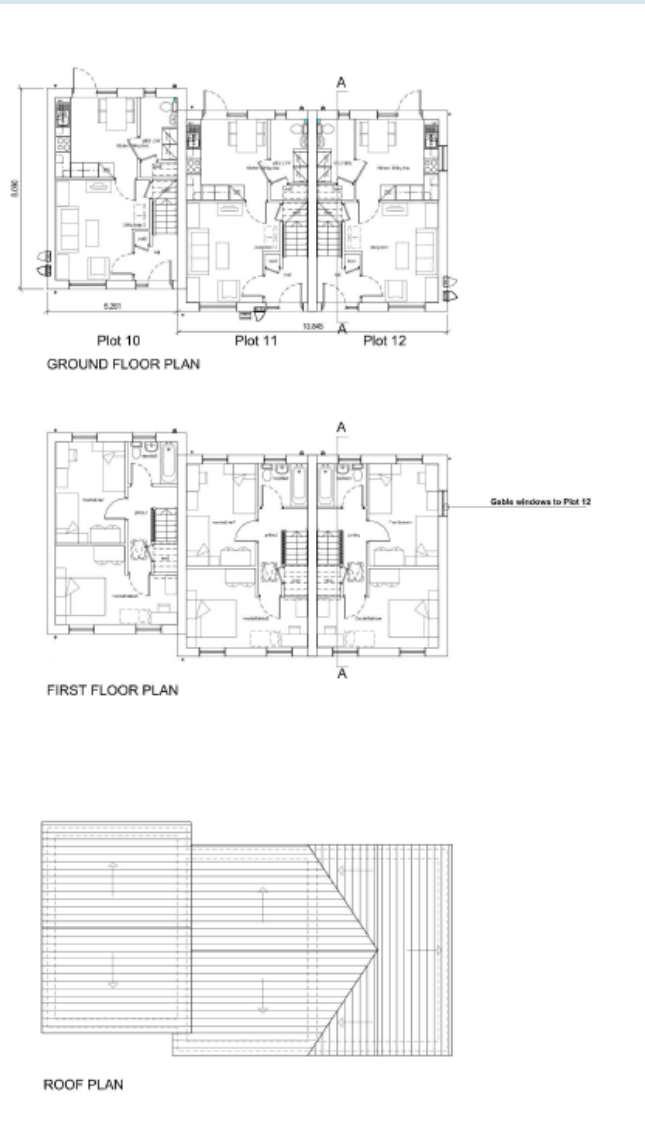


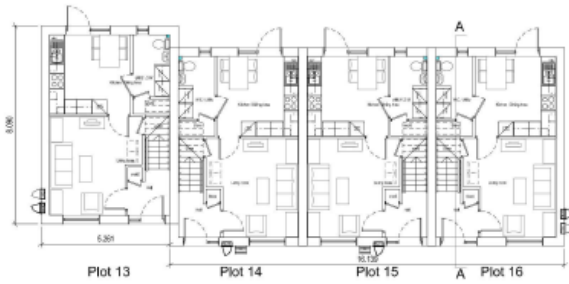








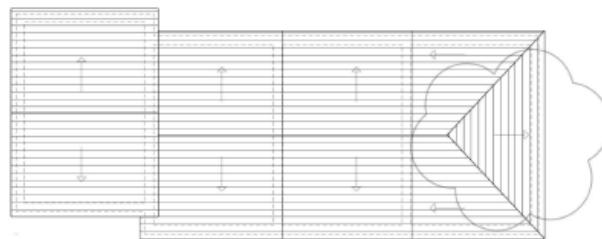




GROUND FLOOR PLAN



FIRST FLOOR PLAN



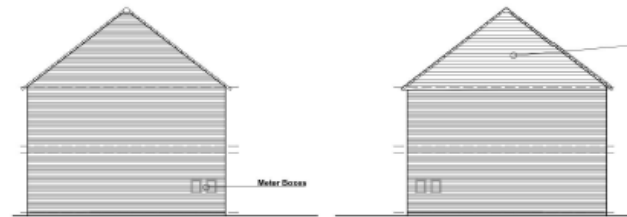
ROOF PLAN



FRONT ELEVATION



REAR ELEVATION



Plot 13
SIDE ELEVATION A

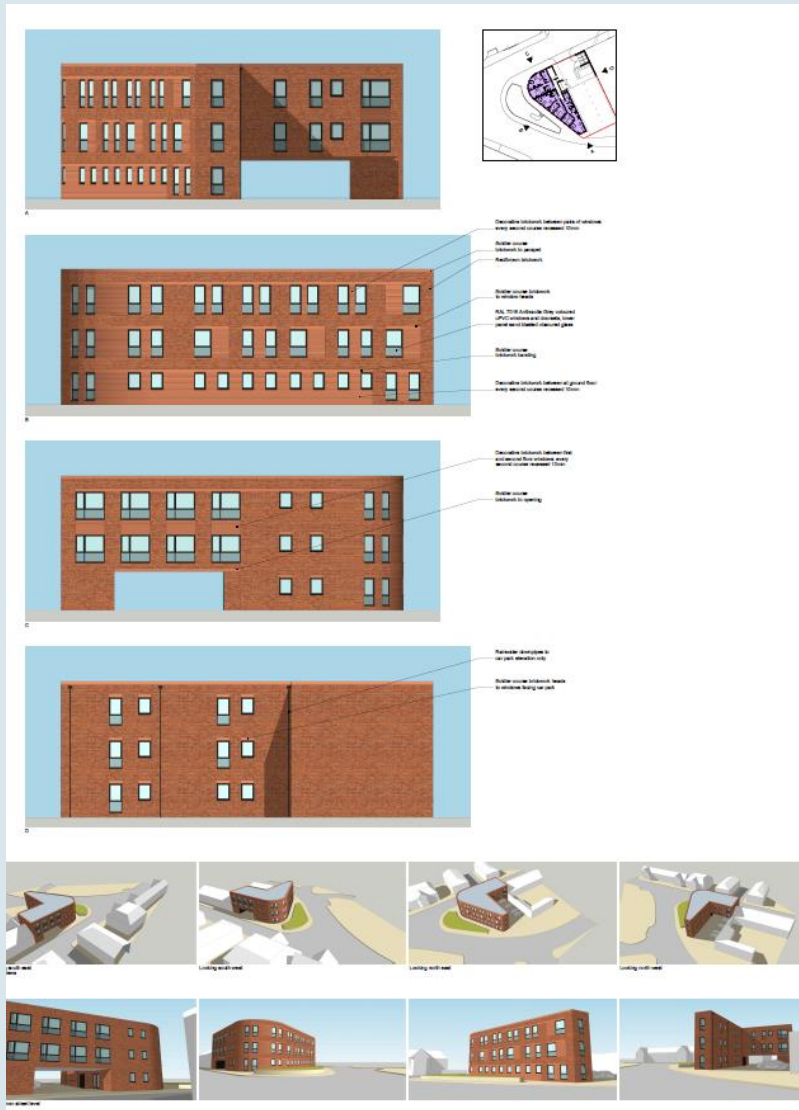
Plot 16
SIDE ELEVATION B

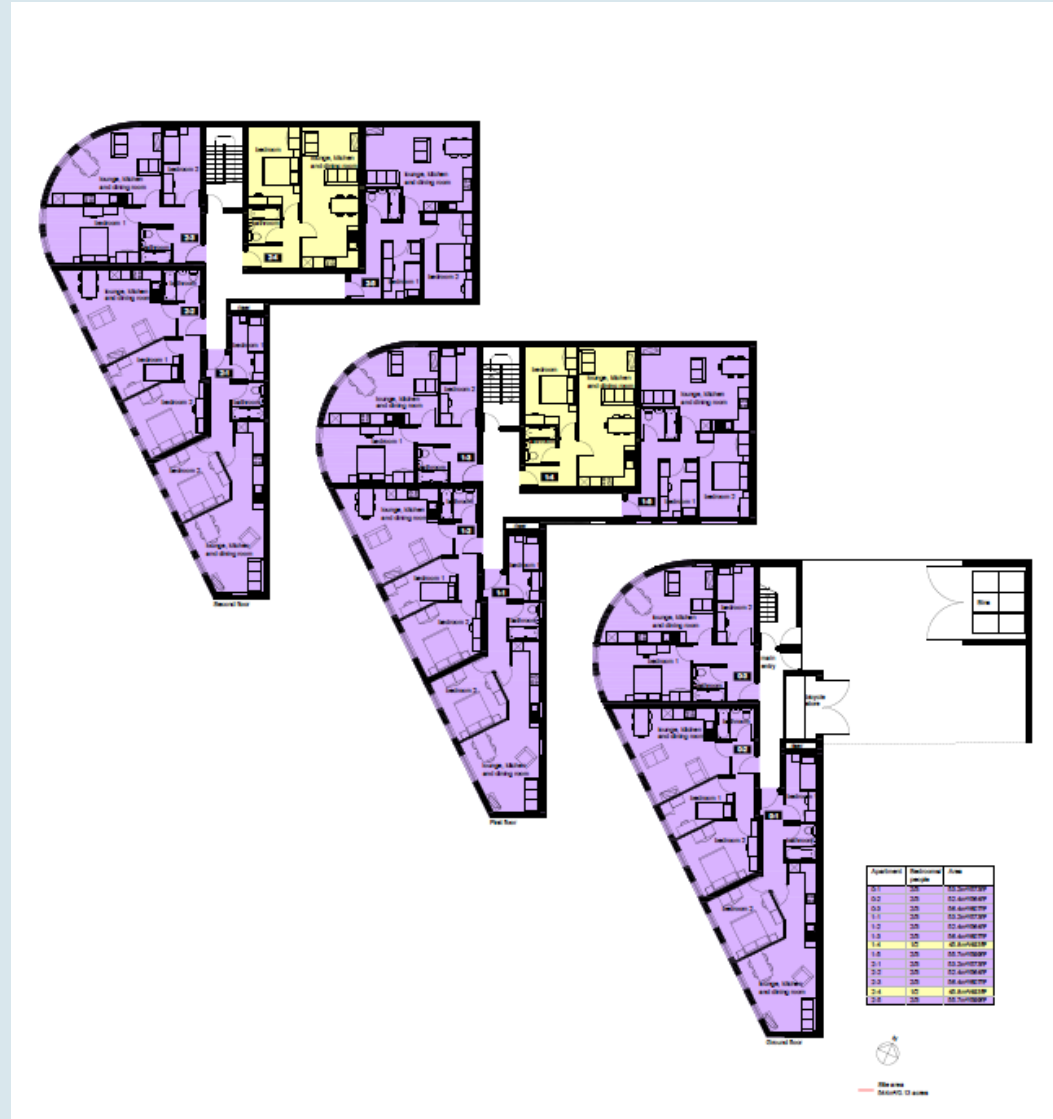




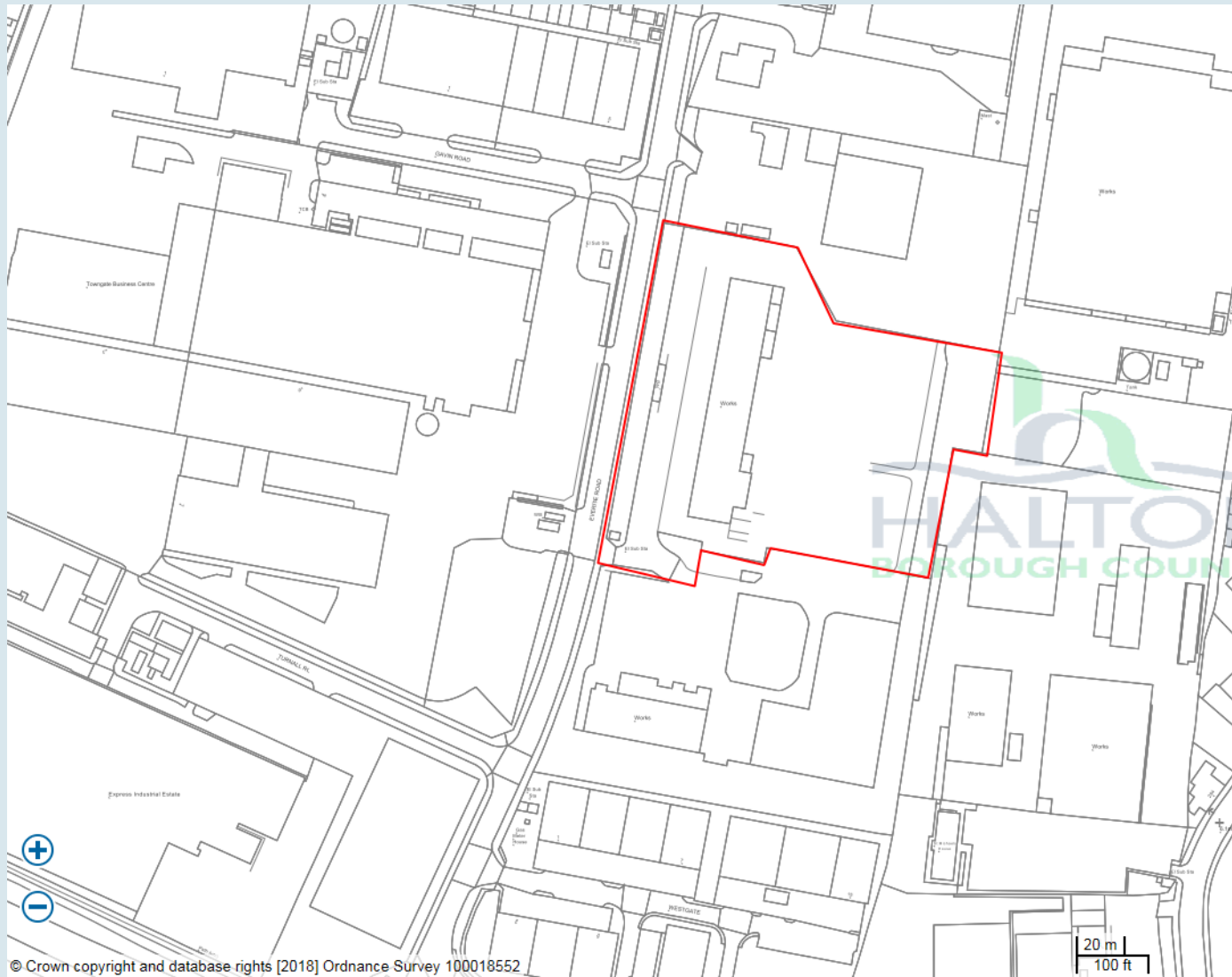
© Crown copyright and database rights [2018] Ordnance Survey 100018552

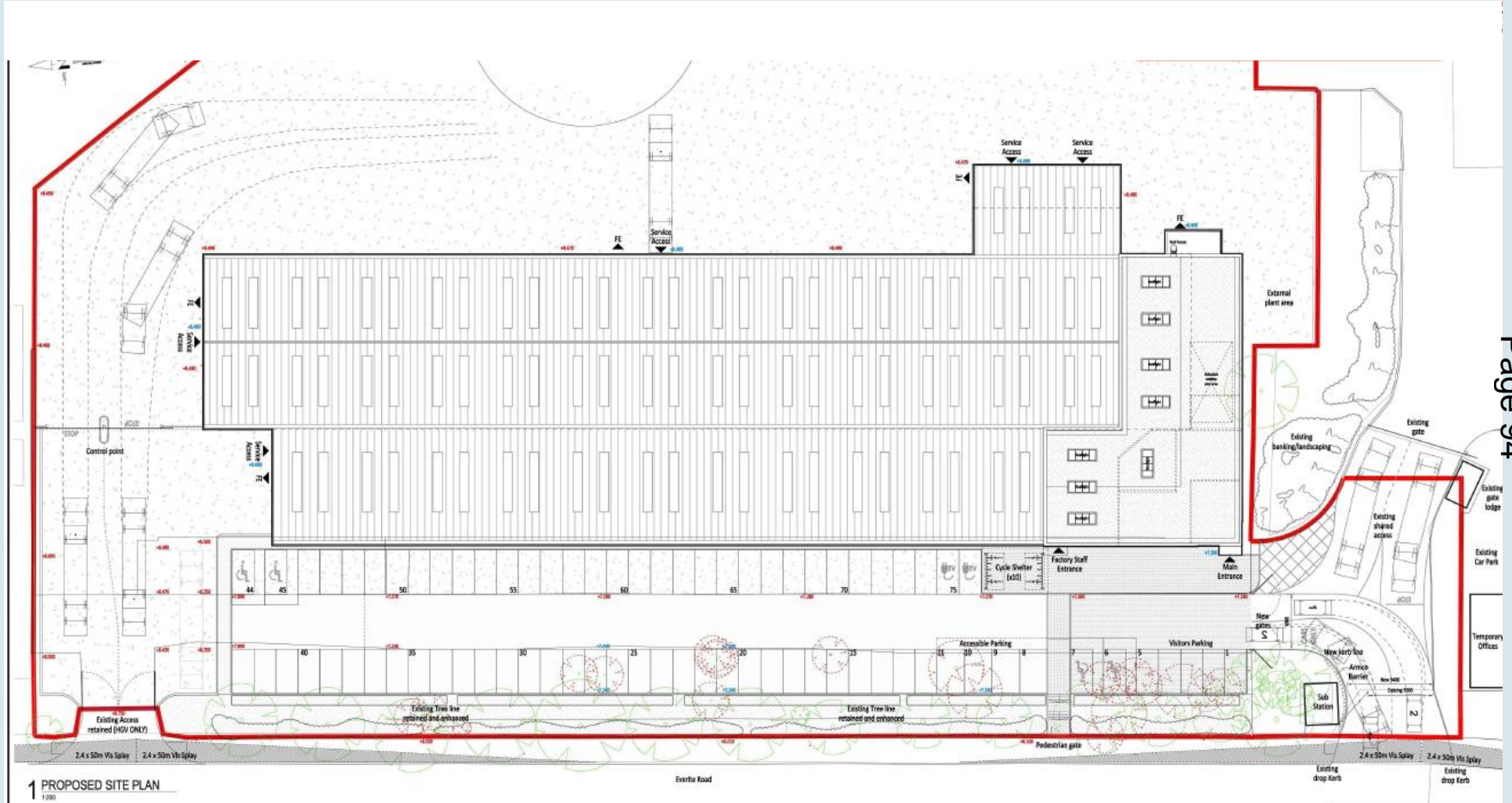


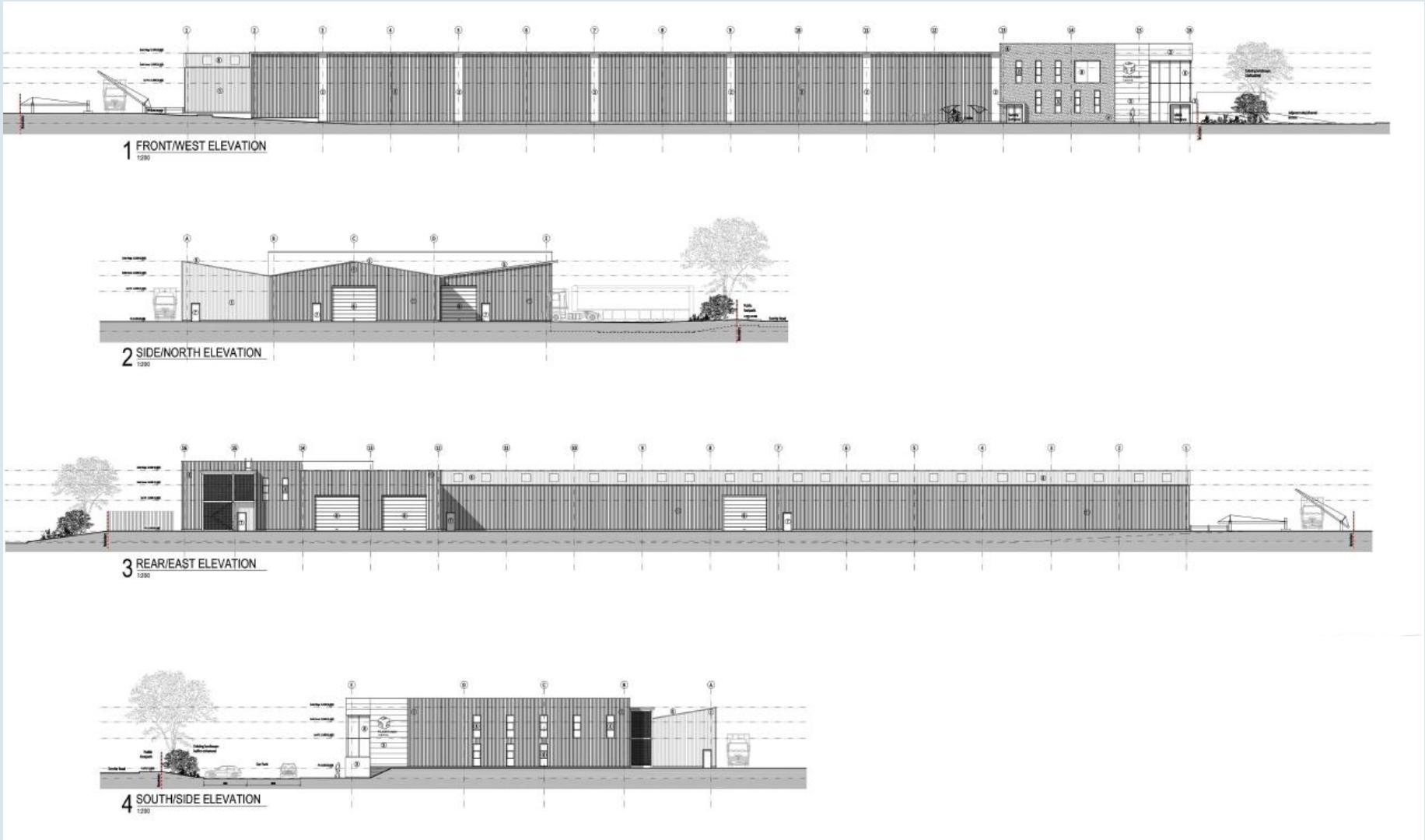


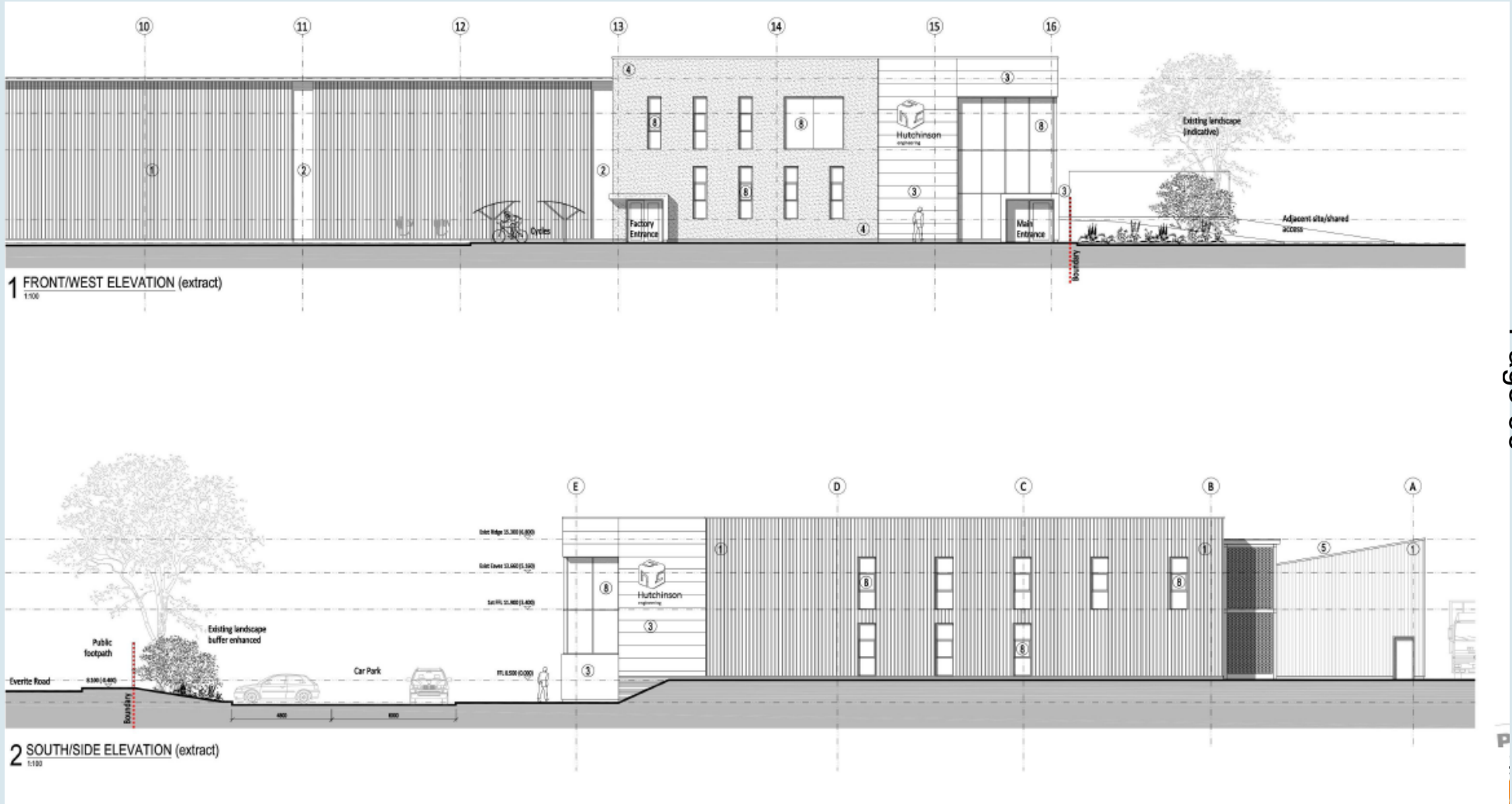


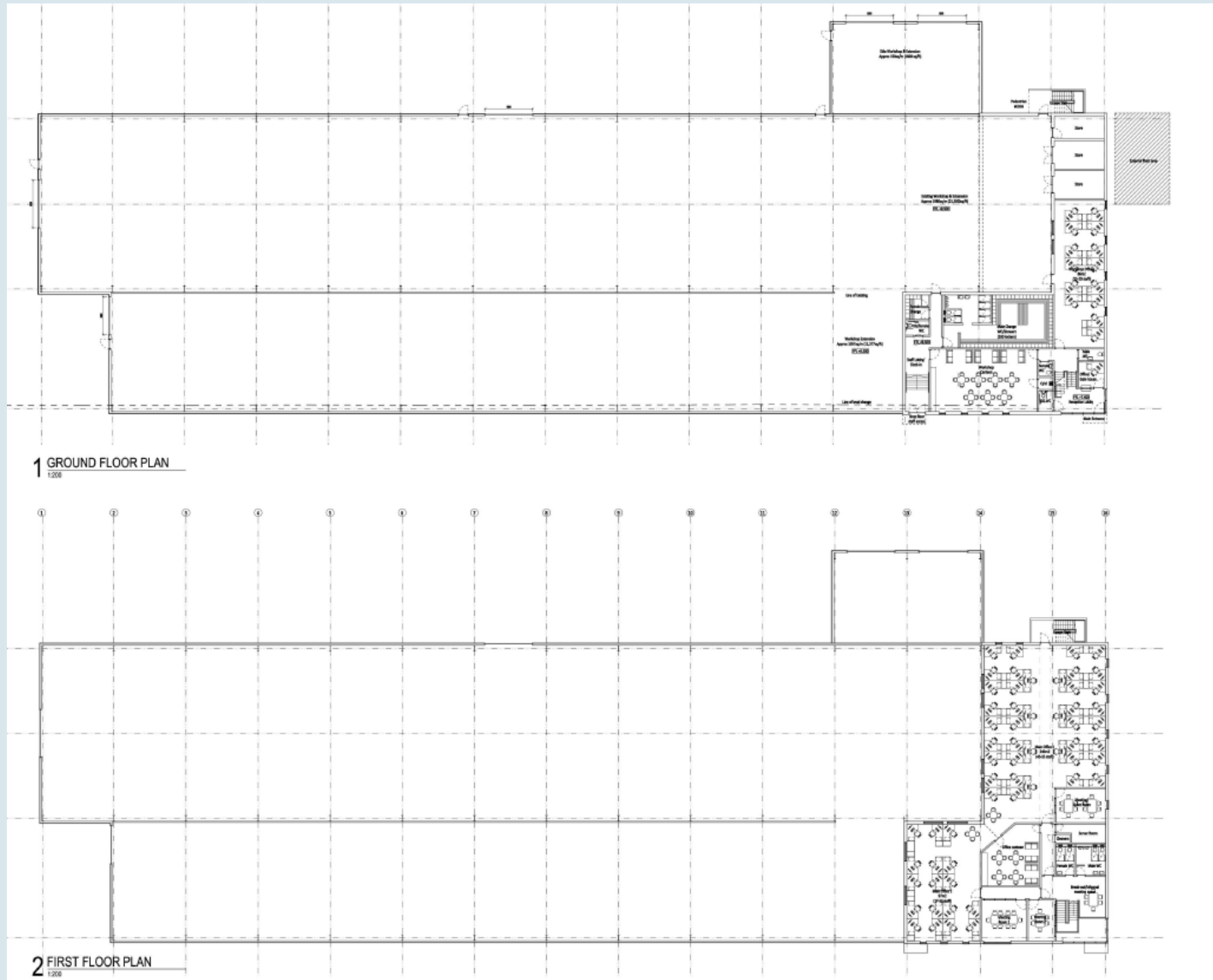


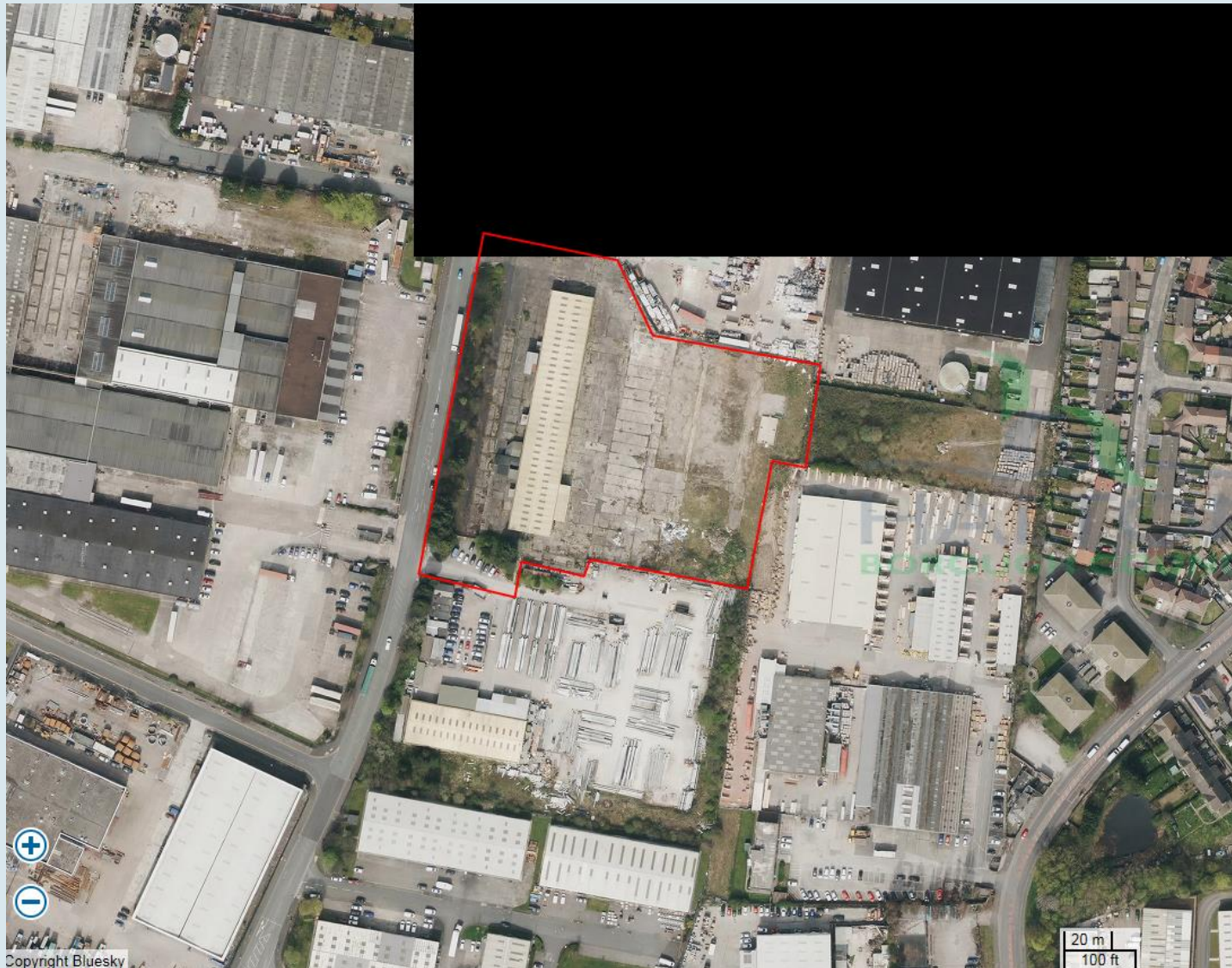


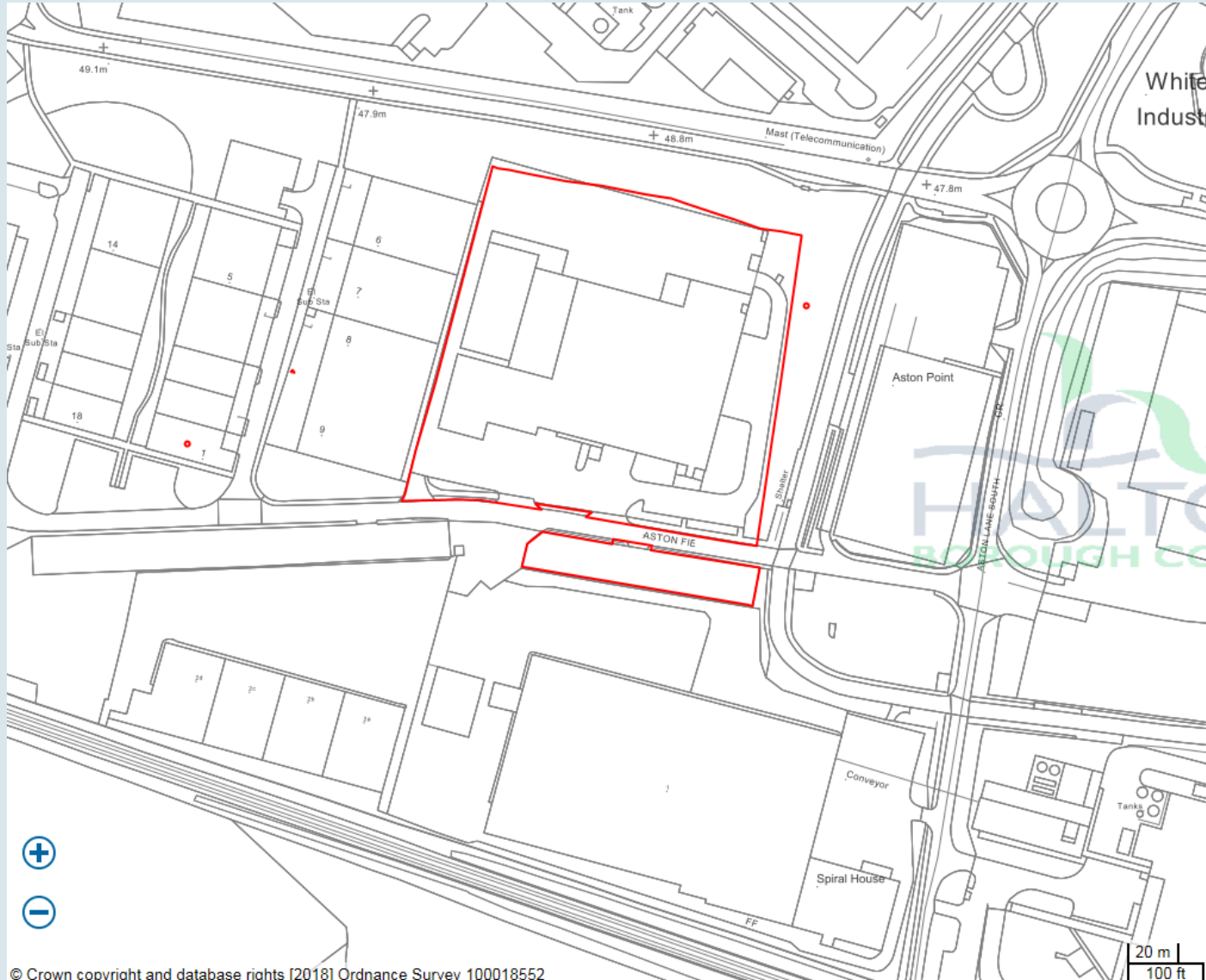




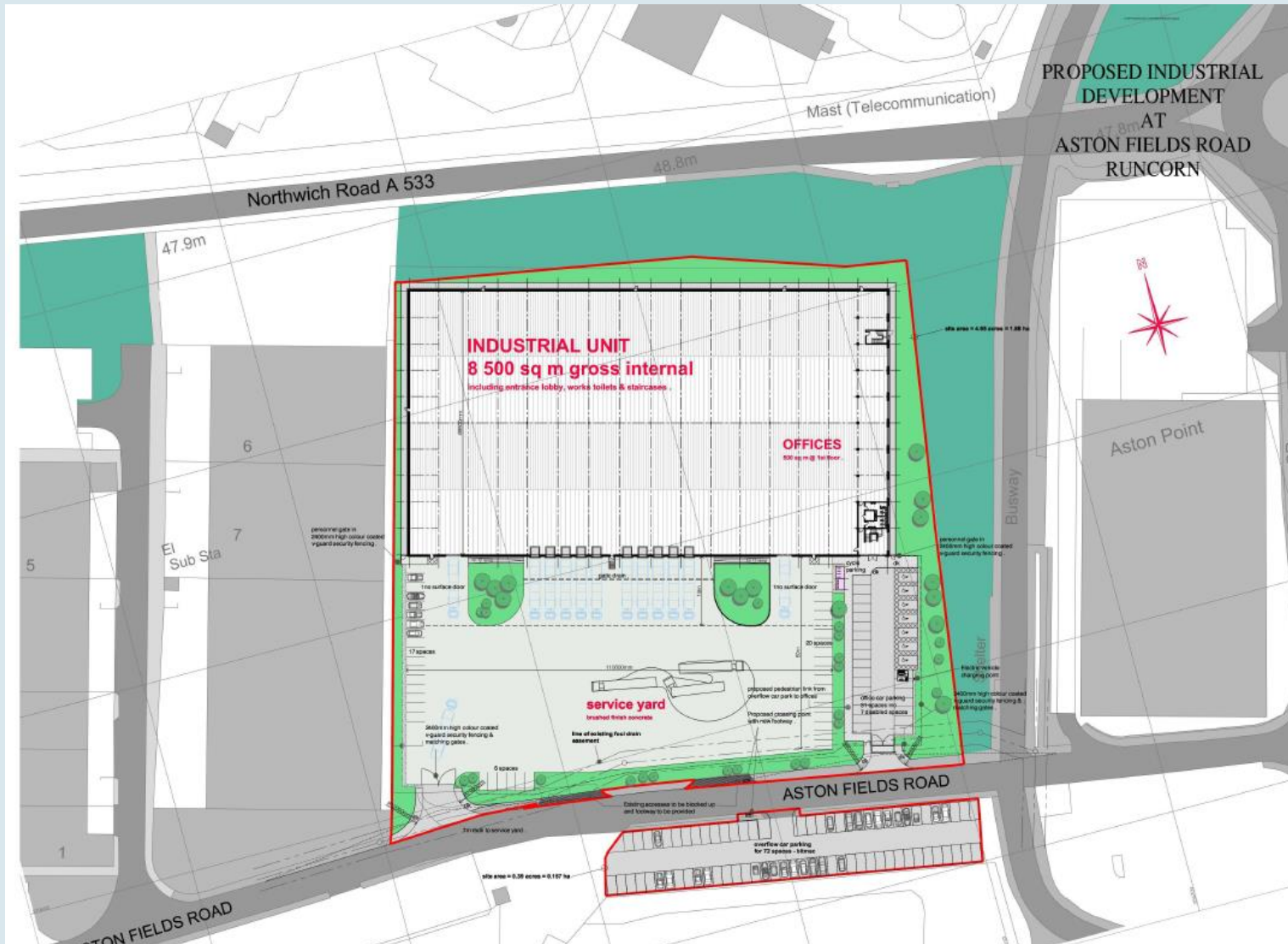


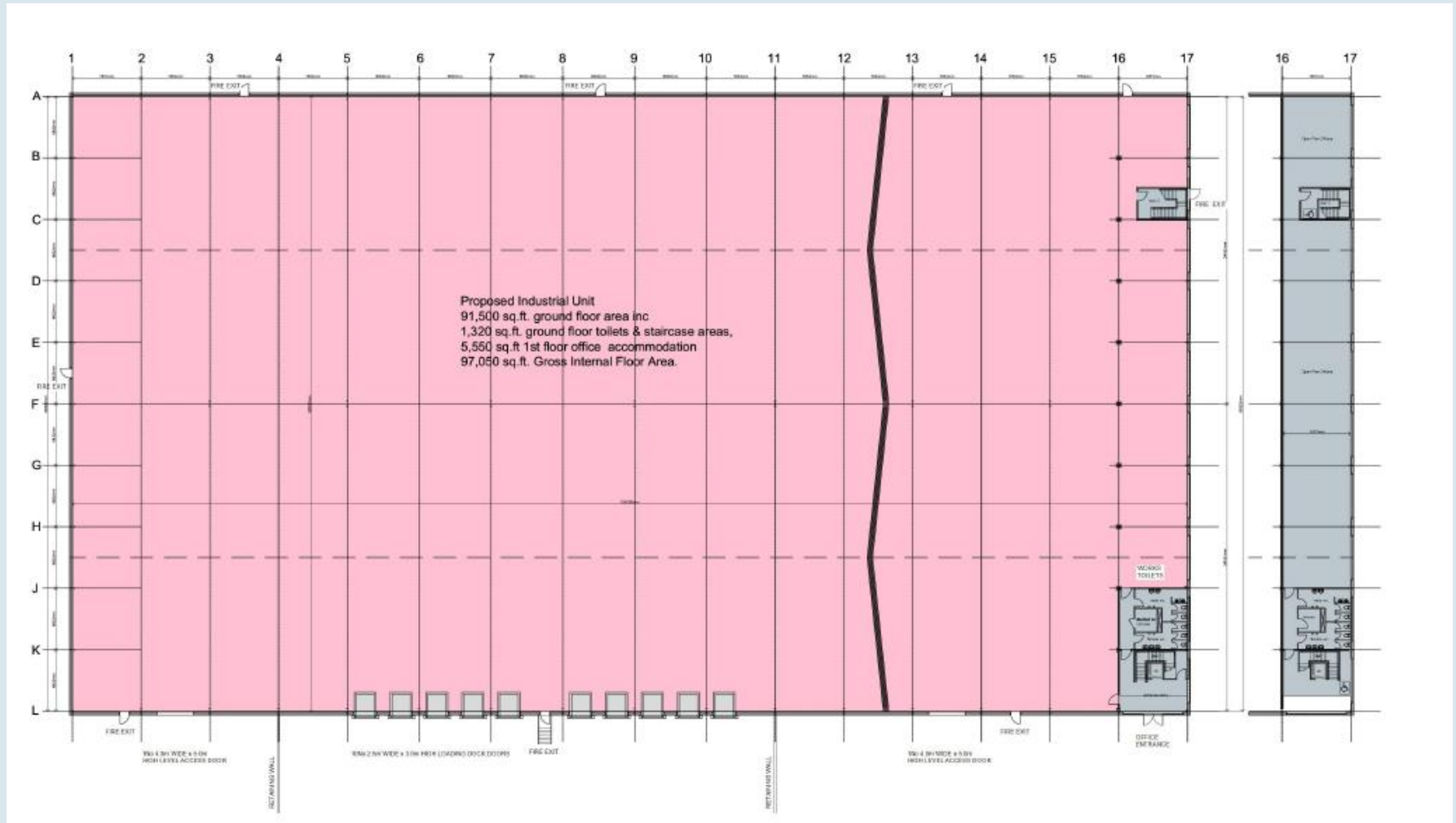


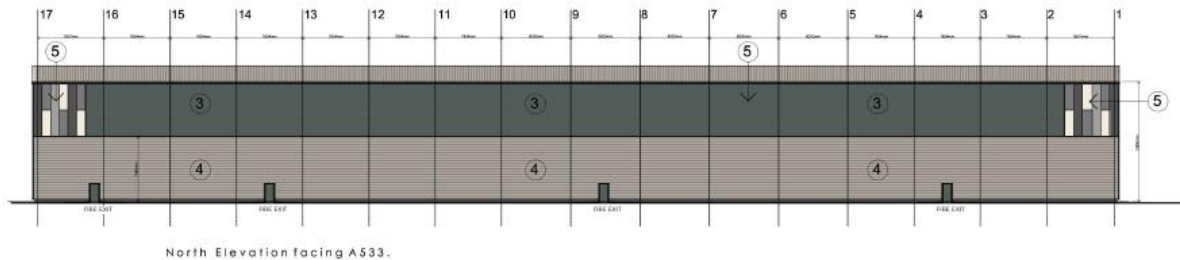
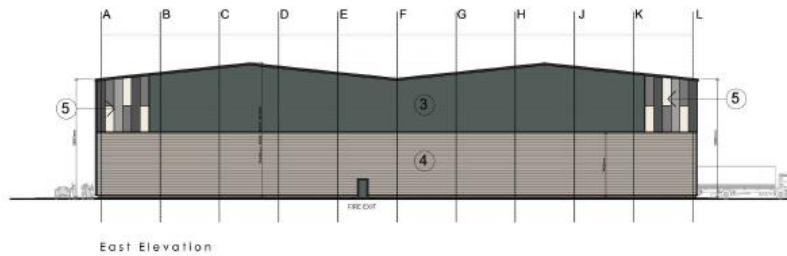
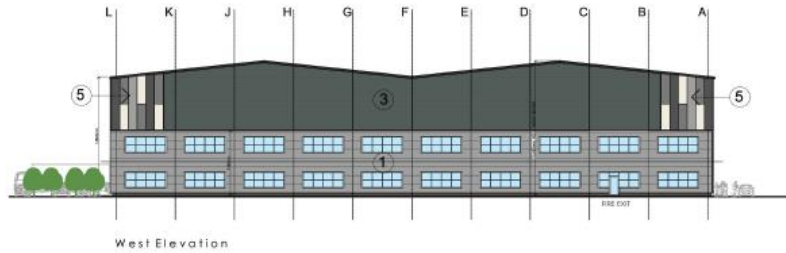
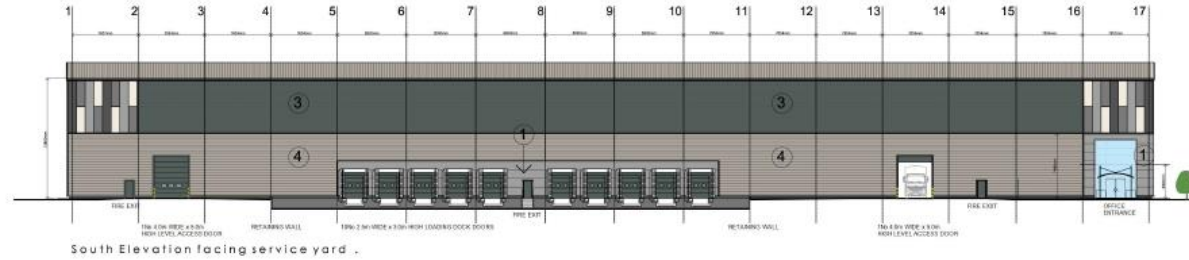




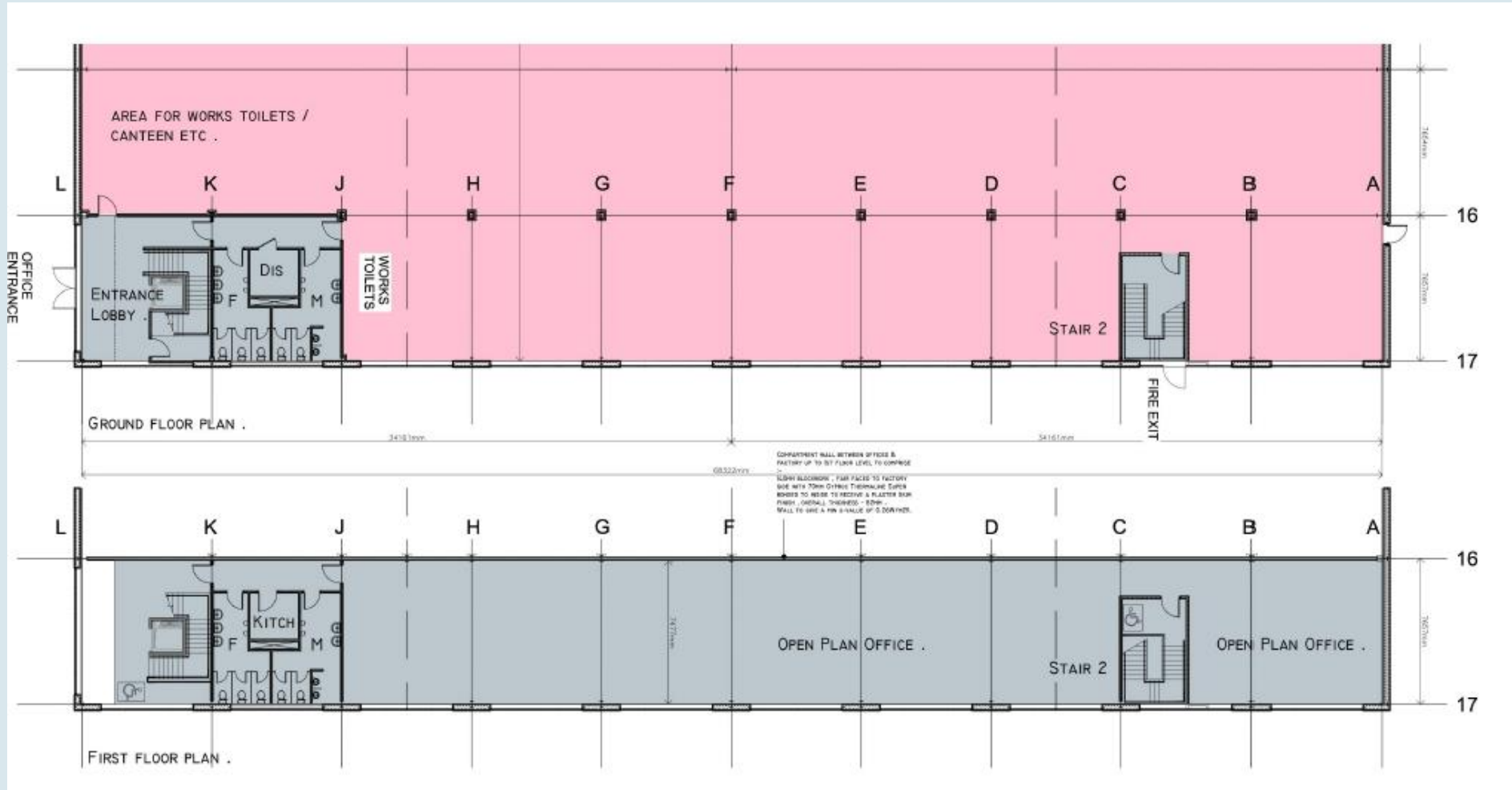
© Crown copyright and database rights [2018] Ordnance Survey 100018552

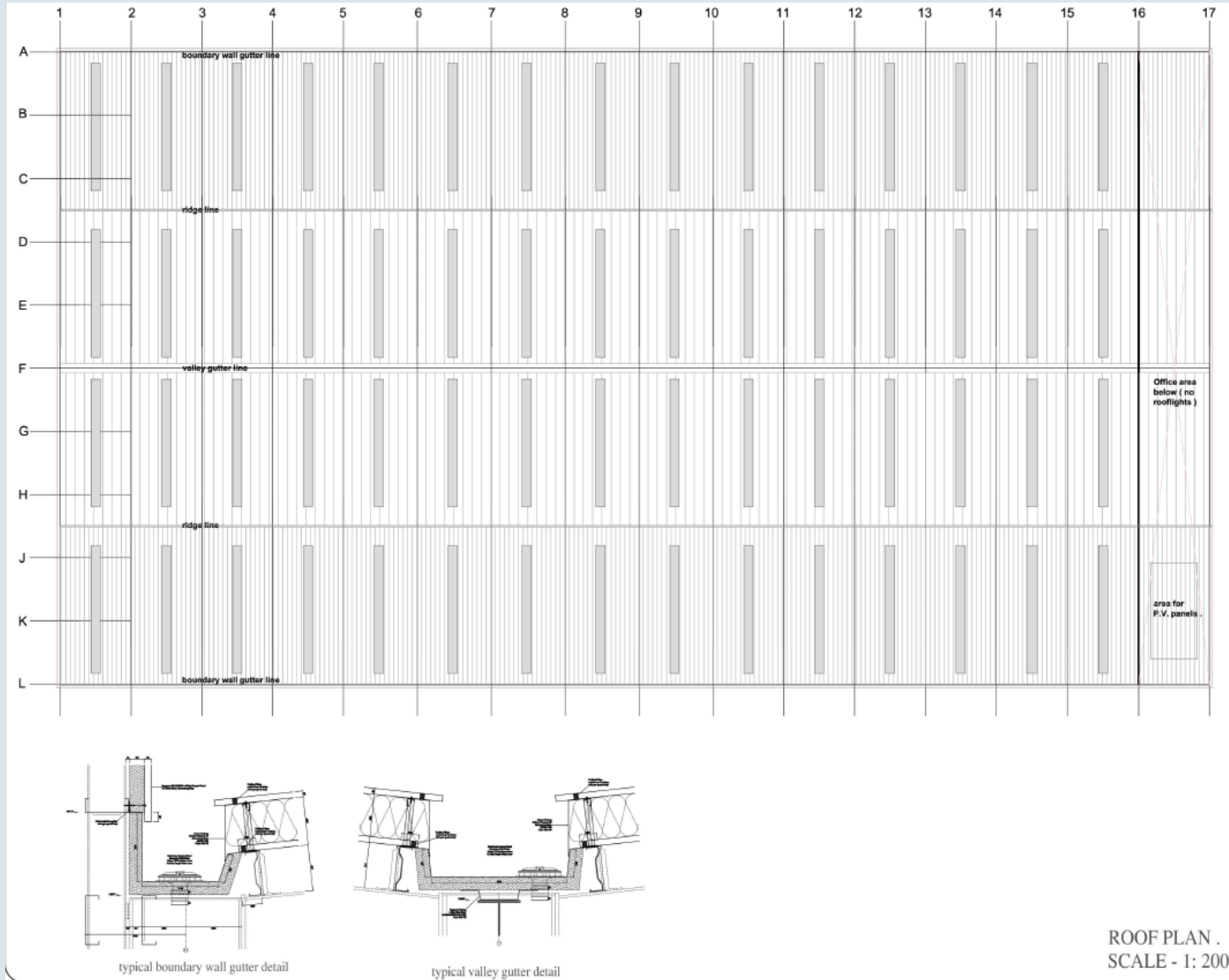






- External Materials :
1. Kingspan KS1000MR - Micro-rib composite panels, Colour - Metallic Silver Ral 9006
 3. Horizontal Euroclad half round cladding system, Colour - Grey Aluminium Ral 9007
 4. Horizontal Euroclad half round cladding system, Colour - Metallic Silver Ral 9005
 5. Kingspan KS1000MR - Micro-rib composite panels, Laid vertically in 8.0m and 3.5m lengths, Colours : Metallic Silver Ral 9006, Jet Ral 9005, Diamond 9023, Pearl 9010.
- All flashings to be contrasting Black.
Windows/Doors to be RAL 9007 Grey.
Office fascia to be Alaska Grey composite with black flashings
Office brickwork to be Itaback 65mm Atlas Smooth Blue with Black coloured mortar.





Fencing :
points A to B :- 2.4m high V-guard weldmesh security fencing ,
black polyester powder coated with matching entrance & pedestrian gates .



Typical fencing elevation .



Typical fencing elevation .



Typical entrance gate elevation .



**PROPOSED INDUSTRIAL
DEVELOPMENT
AT
ASTON FIELDS ROAD
RUNCORN**





Copyright Bluesky

Application Number: 18/00434/FUL

Plan 5H: Aerial Photograph