

# Public Document Pack



## Development Control Committee

Monday, 3 November 2014 6.30 p.m.  
Civic Suite, Town Hall, Runcorn



Chief Executive

### COMMITTEE MEMBERSHIP

<b>Councillor Paul Nolan (Chairman)</b>
<b>Councillor Keith Morley (Vice-Chairman)</b>
<b>Councillor Arthur Cole</b>
<b>Councillor Ron Hignett</b>
<b>Councillor Stan Hill</b>
<b>Councillor Carol Plumpton Walsh</b>
<b>Councillor June Roberts</b>
<b>Councillor Christopher Rowe</b>
<b>Councillor John Stockton</b>
<b>Councillor Dave Thompson</b>
<b>Councillor Kevan Wainwright</b>
<b>Councillor Bill Woolfall</b>
<b>Councillor Geoff Zygadlo</b>

*Please contact Ann Jones on 0151 511 8276 Ext. 16 8276 or  
[ann.jones@halton.gov.uk](mailto:ann.jones@halton.gov.uk) for further information.  
The next meeting of the Committee is on Monday, 1 December 2014*

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

**Part I**

<b>Item No.</b>	<b>Page No.</b>
<b>1. MINUTES</b>	<b>1 - 22</b>
<b>2. DECLARATIONS OF INTEREST</b>	
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.	
<b>3. PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE</b>	<b>23 - 49</b>
<b>4. MISCELLANEOUS ITEMS</b>	<b>50 - 51</b>

***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, 8 September 2014 at Civic Suite, Town Hall, Runcorn*

Present: Councillors Nolan (Chairman), Cole, R. Hignett, C. Plumpton Walsh, June Roberts, J. Stockton, Thompson, Woolfall and Zygadlo

Apologies for Absence: Councillors S. Hill, Rowe and Wainwright

Absence declared on Council business: Councillor Morley

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

Also in attendance: 10 Members of the public

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

*Action*

DEV15 MINUTES

The Minutes of the meeting held on 7 July 2014, having been circulated, were taken as read and signed as a correct record.

DEV16 PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE

The Committee considered the following applications for planning permission and, in accordance with its powers and duties, made the decisions described below.

DEV17 - 11/00269/FULEIA - PROPOSED CONSTRUCTION OF A SINGLE RAIL SERVED BUILDING FOR STORAGE AND DISTRIBUTION PURPOSED (TOTAL GROSS INTERNAL AREA 109,660 SQM/USE CLASS B8) TOGETHER WITH ASSOCIATED INFRASTRUCTURE, PARKING, OPEN SPACE, LANDSCAPING AND ANCILLARY DEVELOPMENT AT HBC FIELD, HALEBANK, WIDNES

The consultation procedure undertaken was outlined in the report together with background information in respect of the site.

The Committee was referred to the Update List and Table 1, which presented the latest representations from

Halebank Parish Council, who objected to the application. The issues raised by them and Officers' responses were noted by Members.

Officers then referred Members to Table 2 which contained General Updates and Conditions. Below is a list of corrections (first three points) and amendments that were advised:

- Para 1.4 – Delete last sentence and replace with '*the site is being marketed*'.
- Para 2.9 – Delete last sentence as planning permission ran with the land. It was inappropriate to link planning permission with such certification of an individual company.
- Para 2.10 – Delete the last sentence. This statement was vague and relied on potential off-site opportunities. A specific planning condition was recommended dealing with on-site waste management issues listed as condition 38 within the published agenda.
- Cheshire Wildlife Trust (CWT) had provided final comments on the submission as follows:
  1. Four wildlife ponds should be created in the 5ha compensatory area according to best practice guidance (refer to Freshwater Habitats Trust). CWT could provide advice on the best location for these ponds.

The request for the 4 ponds to be within the compensatory area would require off-site provision and conflict with other mitigation provision. This was not considered appropriate but the 4 ponds could be accommodated within the application site. This request therefore updated paragraph 6.71 of the report. This was therefore recommended to be covered by additional planning condition as follows:

*No part of the development hereby approved shall be brought into use until a scheme of pond replacement to provide 4 ponds within the site has been implemented in full and in accordance with a detailed scheme submitted to and agreed in writing by the Local Planning Authority. Such details as are submitted shall accord with the Appendix 6.5 of the submitted Ecological Assessment: Pond Design and Planting Specification and associated Figure 1, and shall include a detailed maintenance and management plan. The ponds shall be so managed*

*and maintained for the lifetime of the permission.*

Reason:- In the interest of species and habitat creation/protection and to comply with Policy GE21 of the Halton Unitary Development Plan and Core Strategy Policy CS20.

2. A method statement should be submitted to Local Planning Authority (LPA) for approval in relation to the translocation of vegetation/aquatic fauna from ponds 5, 7 and 10 to the newly created ponds in the 5ha compensatory area. This may be submitted post determination.

This was recommended to be covered by additional planning condition as follows:

*No development shall take place within the site until a detailed method statement had been submitted to and agreed in writing by the LPA for the translocation of vegetation/aquatic fauna from ponds 5, 7 and 10 (as defined by Figure 6.1 of the submitted Ecological Assessment: Phase 1 Habitat Management Plan) to the newly created replacement ponds required by condition 1 of this planning permission.*

Reason:- In the interest of species and habitat creation/protection and to comply with Policy GE21 of the Halton Unitary Development Plan and Core Strategy Policy CS20.

3. A habitat management plan for the compensatory area (which included identification of resources required for implementation and monitoring) should be submitted for approval by the LPA. Implementation of the plan needed to be in place before work commenced to provide suitable habitat for ground nesting birds. Refer to guidance provided by CWT in 2013. This management plan may be submitted post determination.

This was considered to be adequately secured by condition 36 as listed in the Recommendation.

4. A planning condition for nesting birds should be applied. Suggested wording:

*Works should take place outside of the nesting bird season (1 March to 31 August inclusive), unless the site had been checked for nesting birds by a qualified*

*ecologist no more than 48 hours prior to commencement. If nesting birds were found, an appropriate exclusion zone should be established and maintained until nesting was complete. The details of any exclusion zone should be agreed with the ecologist.*

This was considered to be adequately secured through legislation outside planning and would be attached as an informative.

- Refinements were proposed to condition 2 listed within the Recommendation as follows:

*The development shall be carried out in accordance with the following application drawings:*

Topo Survey	15808 OGL rev O
Location Plan	P001 Rev D
Location Block Plan	P002 Rev G
Site Plan	P003 Rev G
Unit Plan and Mezzanine	
Office and Warehouse Plan	P004
Building Elevations	P005
Unit Sections	P006
Roof Plan	P007
Gatehouse Plan and	P008
Elevations	
Landscape Concept	1201/11-01 Rev E
Masterplan	
Landscape Concept Cross	1201/11-02 B
Sections 1 of 2	
Landscape Concept Cross	1201/11-03 A
Sections 2 of 2	
Planting Plan 1 of 2	1201/11-04 E
Planting Plan 2 of 2	1201/11-05 C
Smithy House Landscape	1201/11-06 B
Mitigation details	
Unit and Park Interface	1201/11-08 B
Lighting Scheme	D18729/PY/C
Proposed surface and foul	16803-P-0300
water drainage layout	16803-P-0300
Pond B details	
Porous Paved Car Park details	16803-P-0300
Proposed finished levels	16803-P-0300
Proposed perimeter sections	16803-P-0610
Proposed retaining wall	16803-T-0620

Reason:- To define the permission, to ensure that the development is carried out as approved.

This would replace condition 2 as originally listed in the Recommendation section of the Officer report.

It was noted that the re-ordering and re-numbering of the conditions would be required to account for the refinements and additional conditions.

Officers further informed the Committee that on Page 92 of the report there were 13 issues listed by consultants for the Parish Council which they suggested were covered by planning conditions or a noise management plan. The suggestion to secure the acoustic barriers by condition was accepted and was listed in the recommended conditions. It was noted that some of the remaining issues were considered to fail one or more of the tests for valid planning conditions, but a noise management plan could be used to cover any outstanding appropriate issues and secured by planning condition. The inclusion of a noise management plan condition was therefore recommended.

The Committee was addressed by Councillor Rowan, Chairman of Halebank Parish Council, who opposed the application. He stated that the people of Halebank did not want this development which would be a 24 hour 7 day operation. He suggested that the railway would never be used and that lorries and HGV's would cause noise and light nuisance to nearby residents. He stated that the land would be better used for a housing project.

Mr Holmes, a representative for the applicant, addressed the Committee commending a well written detailed report and supplementary update list. He commented that since the last application for the site, the Council had adopted the Core Strategy and the land had been reallocated as an employment site. He stated that the application conformed to all planning policies and the scheme had been put together so that there was minimum impact to surrounding residents. He advised that all issues relating to traffic, noise, flooding and light pollution had been addressed by the applicant. Finally he stated that the purpose of the project should not be overlooked and that the railway would be used eventually instead of the roads, and that the development would be economically good for Halton, creating 1000 jobs and injecting £50m annually into the local economy.

Members considered the application and the updated information before them and received responses to their queries regarding the noise limits and history of the site.

The application as set out in the report, subject to the additional two conditions and one substituted condition as described above, was moved and seconded and approved by the Committee.

RESOLVED: That

- a) The Committee was satisfied that the payments referred to in Section 6 Financial Contributions and Table 5 thereto of the report, would be secured as part of the sale of land / development agreement; and
- b) The application be approved subject to the following conditions:

(1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason:- In order to comply with Section 91 of the Town and Country Planning Act 1990.

(2) The development shall be carried out in accordance with the following application drawings:

Topo Survey	15808 OGL rev O
Location Plan	P001 Rev D
Location Block Plan	P002 Rev G
Site Plan	P003 Rev G
Unit Plan and Mezzanine Office & Warehouse plan	P004
Building Elevations	P005
Unit Sections	P006
Roof Plan	P007
Gatehouse Plan and Elevations	P008
Landscape Concept Masterplan	1201/11-01 Rev E
Landscape Concept Cross Sections 1 of 2	1201/11-02 B
Landscape Concept Cross Sections 2 of 2	1201/11-03 A
Planting plan 1 of 2	1201/11-04 E
Planting plan 2 of 2	1201/11-05 C
Smithy House Landscape Mitigation details	1201/11-06 B
Unit and Park Interface	1201/11-08 B
Lighting scheme	D18729/PY/C
Proposed surface & foul water drainage layout	16803-P-0300
Pond B details	16803-P-0300
Porous Paved Car Park details	16803-P-0320



Proposed finished levels	16803-P-0600
Proposed perimeter sections	16803-P-0610
Proposed retaining wall	16803-T-0620

Reason:- To define the permission, to ensure that the development is carried out as approved.

**CONDITIONS TO BE COMPLIED WITH BEFORE DEVELOPMENT/USE COMMENCES**

(3) The development hereby approved shall not be commenced until the following has been submitted to and agreed in writing by the Local Planning Authority:

a) A Construction Environmental Management Plan to include pollution and silt pollution control measures and specific measures to minimise and mitigate impacts including noise, light, odour and dust.

b) A plan for the control of routeing, access/ egress to/ from the site, parking, and waiting for all construction traffic including plant and deliveries. For the avoidance of doubt the routeing, access/ egress to/ from the site, other than in the case of emergency or unavoidable road closure, shall take place via the dedicated link road to A5300/ A562 only and not Halebank Road.

The development shall be carried out in accordance with the approved details.

Reason:- To allow the Local Planning Authority to ensure that sufficient regard is given to minimising potential impacts on neighbours, the environment and to comply with Policies BE1 and PR1 of the Halton Unitary Development Plan.

(4) The development hereby approved shall not be commenced until the details of wheel cleansing facilities for heavy commercial and site vehicles has been submitted to and agreed in writing by the Local Planning Authority. Such details as are approved shall be implemented, maintained and used by all heavy commercial and site vehicles with an operating weight greater than 3 tonnes before leaving the site throughout the construction period of the development.

Reason:- To ensure that satisfactory measures are in force so as to alleviate any impact dust and dirt may have on the local environment and highways, and to comply with Policy BE1 of the Halton Unitary Development Plan.

(5) No development shall take place within the site, until a programme of archaeological work in accordance with a written scheme of investigation and recommendations has been submitted to and approved in writing by the Local Planning Authority. The work programme shall be carried out in accordance with the approved scheme.

Reason:- To ensure the proper investigation of the site due to its historic importance and to comply with Policy BE5 of the Halton Unitary Development Plan and Core Strategy Policy CS20.

(6) No development shall take place within the site, until a Site Wide Waste Management Plan and a Materials Management Plan to cover the ground and earth works and construction phases of the development has been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and such details as are agreed shall be implemented in full throughout the construction phase of the development.

Reason:- To allow the Local Planning Authority to ensure that sufficient regard is given to the consideration for minimising and re-use of waste materials and to comply with Policies BE1 of the Halton Unitary Development Plan, Core Strategy Policy CS24 and Policy WM9 of the Joint Waste Local Plan 2013.

(7) No development shall take place (other than ground remediation and earthworks) until details of a surface water regulation scheme (based on sustainable drainage principles and including maintenance timing / phasing) is submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme.

Reason:- To prevent the increased risk of flooding

and to comply with Policy PR16 of the Halton Unitary Development Plan and Core Strategy Policy CS23.

(8) No development shall take place (other than ground remediation and earthworks) until details of the proposed finished floor levels of the building hereby approved has been submitted to and approved in writing by the Local Planning Authority. The finished floor level of the building hereby approved shall be set at a minimum of 8.0 A.O.D. The scheme shall be constructed and completed in accordance with the approved details.

Reason:- To reduce the risk of flooding to the proposed development and future occupants and to comply with Policy PR16 of the Halton Unitary Development Plan and Core Strategy Policy CS23.

(9) No development shall take place (other than ground remediation and earthworks) until a detailed drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme for the site shall be designed to provide the following:

1. All surface water drainage from the lorry parking and manoeuvring areas will pass through a Class 1 Full Retention Separator, with alarm.
2. Car parking areas shall drain through a Class 1 by-pass separator with alarm.
3. Separators shall comply with BS EN 858 part 1 and 2 in full
4. Penstocks shall isolate the service yards areas and car parks (final manholes before discharge to Ponds A and B) - that these can be closed in the event of a major incident/emergency.

The scheme shall be fully implemented and maintained for the life time of the development.

Reason:- To prevent pollution of the water environment and to comply with Policy PR5 of the Halton Unitary Development Plan.

(10) No part of the development hereby approved shall be brought into use until a scheme of pond replacement to provide 4 no. ponds within the site has been implemented in full and in accordance with a detailed scheme submitted to and agreed in writing by the Local Planning Authority. Such details as are

submitted shall accord with the Appendix 6.5 of the submitted Ecological Assessment: Pond Design and Planting Specification and associated Figure. 1 and shall include a detailed maintenance and management plan. The ponds shall be so managed and maintained for the lifetime of the permission.

Reason:- In the interests of species and habitat creation/ protection and to comply with Policy GE21 of the Halton Unitary Development Plan and Core Strategy Policy CS20.

(11) No development shall take place within the site until a detailed method statement has been submitted to and agreed in writing by the Local Planning Authority for the translocation of vegetation/ aquatic fauna from ponds 5, 7 and 10 (as defined by Figure 6.1 of the submitted Ecological Assessment: Phase 1 Habitat Management Plan) to the newly created replacement ponds required by condition 10 of this planning permission.

Reason:- In the interests of species and habitat creation/ protection and to comply with Policy GE21 of the Halton Unitary Development Plan and Core Strategy Policy CS20.

**CONDITIONS TO BE COMPLIED WITH DURING THE COURSE OF THE DEVELOPMENT/USE**

(12) Prior to the implementation or installation of any hard surfacing works to the HGV waiting spaces, reach-stacker operation zone, loading/ unloading yards and circulation space, visitor and staff parking (including overflow car park spaces) and related circulation roads, full details of the materials to be used in the finished surfaces of those areas shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason:- To ensure the appropriate use of quality materials in the interests of visual amenity and to comply with Policy BE2 of the Halton Unitary Development Plan.

(13) Prior to the commencement of construction of any part of balancing pond B as identified on Drawing No. P003 Rev G an Environmental Management Plan (EMP) shall have been submitted to and agreed in writing by the Local Planning

Authority to include detailed habitat creation and planting schedules to render balancing pond B, any existing and replacement waterbodies within the site unattractive to birds potentially moving from the estuary (gulls, waders and waterfowl). Such designs may include the establishment of reeds, proximity of trees and managing potential flightlines and sightlines through appropriate location and design of landscaping bunds etc. Such details shall include details of a scheme for monitoring of the use of the site by gulls, waders and waterfowl to be undertaken through the vegetation establishment period and methods of reporting results to the Local Planning Authority and agreeing additional measures deployed as required. These could include netting of the waterbodies (Balancing Pond B and existing waterbodies if also required).

Reason:- In the interests of aerodrome safeguarding, to minimise potential for birdstrike and to comply with Policy BE1 of the Halton Unitary Development Plan.

(14) Prior to the implementation or installation of any fencing, security or other boundary treatment which include 2.4m high paladin fence, security controlled pedestrian, cycle and/ or vehicle access and emergency access barriers hereby approved, full specification details, including colour coating, of that fencing, security or boundary treatment shall be submitted to and agreed in writing by the Local Planning Authority. Any fencing or such boundary treatment shall be carried out in full accordance with those approved details and approved plan P003 Rev G prior to commencement of use of the building hereby approved and shall be maintained for the lifetime of the development.

Reason:- To ensure the appropriate use of quality materials and boundary treatments in the interests of crime prevention and visual amenity and to comply with Policy BE2 of the Halton Unitary Development Plan.

(15) Prior to the implementation or installation of either sprinkler tanks, pump houses, bus stops or security barriers as detailed on approved plan P003 Rev G full specification details, including colour coating, of that feature shall be submitted to and agreed in writing by the Local Planning Authority. Any such feature shall be installed in full accordance

with those approved details and approved plan P003 Rev G prior to commencement of use of the building hereby approved and shall be maintained for the lifetime of the development.

Reason:- To ensure the appropriate design and quality of those ancillary features in the interests of visual amenity and to comply with Policy BE2 of the Halton Unitary Development Plan.

(16) The finished yard and ground levels as a result of carrying out the development hereby approved shall be in full accordance with the approved plan (Drawing No. NK016803\_P\_0600).

Reason:- To define the extent of this permission, to ensure the development is carried out in accordance with the approved details in the interests of visual and residential amenity, and to comply with Policies PR16 and BE1 of the Halton Unitary Development Plan.

(17) Unless such works do not cause existing ambient noise levels to be exceeded (as set out in the noise assessment submitted as part of the application) there shall be no construction work associated with the development on the site at any time on any Sunday, Bank Holiday or other Public Holiday or on any other day except between the following hours:

08:00 - 18.00 Monday to Friday  
08:00 - 12.00 Saturdays

Reason:- To ensure that the development is carried out as submitted and approved, to minimise nuisance caused to nearby residents, and to comply with Policy BE1 of the Halton Unitary Development Plan and Core Strategy Policy CS23.

(18) No Heavy Commercial Vehicle or any other vehicle which has an operating weight greater than 3 tonnes associated with the construction of the development shall enter or leave the site at any time on any Sunday, Bank or Public Holiday or on any other day except between the following hours:

08:00 - 18.00 Monday to Friday  
08:00 - 12.00 Saturdays

Reason:- To ensure that the development is carried out as submitted and approved, to minimise nuisance caused to nearby residents, and to comply with Policy BE1 of the Halton Unitary Development Plan and Core Strategy Policy CS23.

(19) The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) July 2011/ref: 24261 001/Peter Brett Associates and, the following mitigation measures detailed within the FRA:

Restricting the discharge of surface water from the site to a maximum rate of 4.8 l/s/ha for all rainfall events up to and including the critical 100-year return period event, including an additional 20% increase in rainfall intensities to cater for the impact of predicted climate change.

Reason:- To reduce flood risk, both on the site and elsewhere to an acceptable level and to comply with Policy PR16 of the Halton Unitary Development Plan and Core Strategy Policy CS23.

(20) The retaining wall at the reach-stacker operation zone and rail siding interface as defined by Drawing No. P003 Rev G shall be constructed in accordance with Drawing Numbers NK016803\_P\_0600 and NK016803\_T\_0620.

Reason:- To ensure the development is carried out as approved and to comply with Policy BE1 of the Halton Unitary Development Plan.

(21) The retaining wall to the enhanced landscape bund as defined by Drawing No. P003 Rev G shall be constructed using a Timbalok timber crib retaining wall system.

Reason:- To allow the Local Planning Authority to retain control over the construction of retaining walls, to ensure the development is carried out as approved and to comply with Policy BE1 of the Halton Unitary Development Plan.

(22) No trees or hedgerows shown to be retained shall be felled, pruned, lopped, topped, uprooted or damaged in any way as a result of carrying out the development hereby approved.

Reason:- In order to avoid damage to the trees and hedgerows on and adjoining the site, in accordance with the provisions of Section 197 of the Town and Country Planning Act 1990, in the interests of visual amenity and to comply with Policy BE1 of the Halton Unitary Development Plan.

(23) If at any time during the course of carrying out the development hereby approved contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and agreed in writing by the local planning authority. The remediation strategy shall thereafter be implemented as approved.

Reason:- To ensure a safe form of development which poses no unacceptable risk of pollution and to comply with Policy PR14 of the Halton Unitary Development Plan and Core Strategy Policy CS23.

**CONDITIONS TO BE COMPLIED WITH BEFORE THE COMPLETION OF THE DEVELOPMENT AND/OR COMMENCEMENT OF THE USE**

(24) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development.

Reason:- In the interests of visual amenity and in accordance with the provisions of Section 197 of the Town and Country Planning Act 1990 and to comply with Policy BE2 of the Halton Unitary Development Plan.

(25) A landscape management and maintenance plan, including long term design objectives and maintenance schedules for all landscaped areas shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

Reason:- In the interests of visual amenity and in accordance with the provisions of Section 197 of the Town and Country Planning Act 1990, and to comply with Policy BE1 of the Halton Unitary Development Plan.



(26) Prior to the commencement of use of any part of the building hereby approved, a detailed travel plan including timescale for implementation shall be submitted to and agreed in writing by the Local Planning Authority. Such details as are agreed shall be implemented in full and in accordance with the submitted timescales for the lifetime of the development.

Reason:- To ensure provision for a range of transport options in the interest of sustainable development and to comply with Policy TP16 of the Halton Unitary Development Plan and Core Strategy Policy CS15.

(27) No part of the development hereby approved shall be occupied until space has been laid out within the site for the safe and secure parking of bicycles in accordance with drawing no. P003 Rev G and a detailed specification for covered and secure cycle stands has been submitted to and agreed in writing by the Local Planning Authority. The cycle stands shall be retained for the lifetime of the development.

Reason:- To ensure the satisfactory provision for cycle parking to encourage alternatives and sustainable means of travel and to comply with Policy TP6 of the Halton Unitary Development Plan and Core Strategy Policy CS15.

(28) Prior to the occupation of the premises hereby approved, the vehicle access, service and parking areas shall be laid out and surfaced to the satisfaction of the Local Planning Authority in accordance with the approved plans, and shall be retained at all times thereafter within the curtilage of the site for use exclusively in connection with the development hereby approved.

Reason:- To ensure the satisfactory development of the site in the interests of highway safety, and to comply with Policy BE1 of the Halton Unitary Development Plan.

(29) No part of the development hereby approved shall be brought into use until a scheme of biodiversity and ecology/ habitat enhancement features including bat and bird boxes has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include a timetable for implementation and maintenance, shall

be implemented in full accordance with the submitted details and shall be maintained for the lifetime of the development.

Reason:- In the interests of species and habitat creation/ protection and to comply with Policy GE21 of the Halton Unitary Development Plan and Core Strategy Policy CS20.

(30) Prior to the installation of any external lighting hereby approved, details of measures to minimise light spill beyond the site boundary and sky glow, including cowls and/ or specific luminaire design features, shall be submitted to and agreed in writing by the Local Planning Authority. The lighting scheme shall be implemented in accordance with the details as agreed and shall be maintained for the lifetime of the development.

Reason:- To minimise impacts of light spill in the interests of visual and residential amenity, to minimise impact on surrounding landscape corridors for foraging by bats and to comply with Policies PR4 and GE21 of the Halton Unitary Development Plan.

(31) No part of the building hereby approved shall be brought into use until areas have been clearly defined and laid out within the site for the safe and secure storage and collection of waste and recycling in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. All future storage and collection of waste and recycling shall take place within that area for the lifetime of the development.

Reason:- To ensure that satisfactory provision is made within the site for safe and secure storage and collection of waste and recycling, to minimise potential for unsightly open storage in the interests of visual amenity and to comply with Policy BE1 of the Halton Unitary Development Plan.

(32) Prior to the commencement of use of the development hereby approved, a Remediation Verification Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide detailed verification methodology and data in order to identify all material unsuitable for use as fill or re-use on site, to demonstrate that works for the excavation and removal of all such material and

pollutant linkages have been completed in accordance with the Environmental Statement and Construction Environmental Management Plan and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason:- To allow the Local Planning Authority to ensure the development is carried out as agreed in a safe form that poses no unacceptable risk of pollution and to comply with Policy PR14 of the Halton Unitary Development Plan.

(33) Prior to the commencement of use of the development hereby approved, upon completion of the site remedial works a verification report containing the data collected in accordance with the verification plan required by Condition 32 of this planning permission shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:- To allow the Local Planning Authority to ensure the development is carried out as agreed in a safe form that poses no unacceptable risk of pollution and to comply with Policy PR14 of the Halton Unitary Development Plan.

(34) No part of the development hereby approved shall be brought into use until a scheme of acoustic mounds and barriers has been implemented in full and in full accordance with the approved plans having particular regard to Drawing No's Site Plan P003 Rev G, Landscape Cross Sections 02 Rev B and 03 Rev A, Smithy House Landscape Mitigation Details 06 Rev B and Noise and Vibration Technical Note 13463i2. Such a scheme as is agreed and implemented shall be so maintained for the life of the development.

Reason:- In order to secure the satisfactory development of the site, to minimise risk of nuisance caused by noise, and to comply with Policy PR2 of the Halton Unitary Development Plan.

(35) No part of the use hereby approved shall be commenced until a scheme of off-site works have been implemented to provide vehicular access to and egress from the site via the A562/ A5300 Speke Road Knowsley Expressway Junction in accordance with earlier planning permissions 08/00031/HBCFUL

(Halton Borough Council) and 08/00068/FUL (Knowsley Council).

Reason:- To ensure satisfactory access and egress to and from the site, to minimise traffic impacts on the local highway network at Hale Bank and to comply with Policy E7 of the Halton Unitary Development Plan.

(36) No part of the development hereby approved shall be brought into use until all of the following are completed: (a) rail sidings have been provided within the application site to a standard providing operational connectivity to the rail network in accordance with the approved plans P003 Rev G; (b) the retaining wall and (c) reach-stacker operation zone and (d) rail siding interface which are defined in Dwg Nos. P003 Rev G, NK016803\_P\_0600 and NK016803\_T\_0620. Such sidings and reach-stacker operation zone and rail siding interface shall be retained for the lifetime of the development.

Reason:- To ensure adequate provision is made to secure rail access to the site, to encourage movement of freight by rail and to comply with Core Strategy Policy CS8.

(37) No part of the development hereby approved shall be brought into use until a copy of formal sign off by the Office of the Rail Regulator or any superseding authority for works to provide rail sidings within the application site to a standard providing operational connectivity to the rail network in accordance with the approved plans P003 Rev G has been submitted to and acknowledged in writing by the Local Planning Authority. Such sidings shall be retained for the lifetime of the development.

Reason:- To ensure adequate provision is made to secure rail access to the site, to encourage movement of freight by rail and to comply with Core Strategy Policy CS8.

(38) No part of the use hereby approved shall be commenced until a management plan for grassland management relating to the Barn Owl Feeding Site to the west of the site as identified on the submitted plans has been submitted to and agreed in writing by the Local Planning Authority. The plan shall be designed to provide habitat creation and

management for ground nesting birds, including skylark, and short and long-term management proposals. The plan shall be implemented in full.

Reason:- To ensure that appropriate provision is made for mitigation and habitat creation for ground nesting birds and to comply with Policy GE21 of the Halton Unitary Development Plan.

(39) Prior to the commencement of the use hereby approved a detailed plan including a timetable for implementation of a post completion Spring walkover to identify if any invasive species have been introduced to the site shall be submitted to and agreed in writing by the Local Planning Authority. Such plan shall include details for submission and approval of the results of such walkover and identify any requirements for longer-term monitoring, maintenance and arrangements for treatment and/ or removal should such invasive species be identified.

Reason:- To allow the Local Planning Authority to ensure that sufficient regard is given to preventing the spread of invasive species.

(40) Prior to the commencement of the use hereby approved, a detailed Operational Waste Management Plan including details of facilities to collect and store bulk wastes generated as a result of the use shall be submitted to and agreed in writing by the Local Planning Authority. Such a Plan shall be implemented in accordance with the approved details for the lifetime of the development.

Reason:- To allow the Local Planning Authority to ensure that sufficient regard is given to the consideration for minimising and re-use of waste materials and to comply with Policies BE1 of the Halton Unitary Development Plan, Core Strategy Policy CS24 and Policy WM9 of the Joint Waste Local Plan 2013.

(41) Prior to the commencement of the use hereby approved an Operational Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented in full.

Reason: To minimise risk of nuisance caused by noise, and to comply with Policy PR2 of the Halton

Unitary Development Plan.

**CONDITIONS TO BE COMPLIED WITH  
THROUGHOUT THE LIFE OF THIS PLANNING  
PERMISSION**

(42) The development hereby approved shall be used for the purposes of a single, rail-served building for storage and distribution purposes with ancillary offices and for no other purpose.

Reason:- For the avoidance of doubt as to the extent of this permission, and to comply with Core Strategy Policy CS8.

(43) There shall be no outdoor storage or display of equipment, plant, goods or material within the site other than as detailed in the approved plans.

Reason:- In the interests of visual amenity, and to comply with Policy E5 of the Halton Unitary Development Plan.

(44) Except to provide access/ egress for emergency vehicles and public transport vehicles, no motorised traffic shall at any time be permitted to gain access to or egress from Halebank Road using the section of roadway identified as Emergency Access on the approved plan (Drawing No. P003 Rev G).

Reason:- In order to prevent traffic using the local highway network in the interests of highway safety and to minimise impacts on local residents and to comply with Core Strategy Policy CS8.

(45) There shall be no external plant or plant extracting to air operated within the site.

Reason:- To ensure that the development is carried out in accordance with the submitted Environmental Statement, to minimise potential noise nuisance and to comply with Policy PR2 of the Halton Unitary Development Plan.

DEV18 MISCELLANEOUS ITEMS

**The following Appeals had been received / were in progress:**

**12/00428/S73**

APP/D0650/A/13/2196163 - Proposed removal of condition 1 from Planning Permission APP/D0650/C/10/2126943 to allow the permanent retention of a mixed use for the keeping of horses and a residential gypsy caravan site at Land south-west of junction between, Newton Lane and Chester Road, Daresbury, Warrington, Cheshire, WA4 4AJ.

Inquiry had been held, currently awaiting decision of the Secretary of State.

**13/00278/FUL** – (APP/D0650/V/14/2212165) Proposed redevelopment of existing high school comprising new school building, provision of new tennis courts, relocation of playing fields, new car parking and associated hard and soft landscaping and demolition of the existing school buildings at The Heath Specialist Technology College.

The Secretary Of State had called the application in for his consideration. This will now be heard by a public Inquiry likely to be in the New Year.

**DEV19 LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 URGENT BUSINESS**

The Committee was advised that a matter had arisen which required immediate attention by the Committee (Minute DEV20 refers), therefore, pursuant to Section 100 B(4) and 100E and due to the need to allow the maximum time for a considered response by Members as early as possible in the consultation process, the Chairman ruled that the item be considered as a matter of urgency.

**DEV20 NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECT (NSIP) - KEUPER GAS STORAGE PROJECT (KGSP)**

It was reported that Keuper Gas Storage Limited (KGSL) sought to construct and operate an underground gas storage facility and associated infrastructure on and under land at the southern end of the Holford Brinefield and surrounding area, north of Middlewich, Cheshire.

Members were advised that there had never been an application under the 2008 Planning Act which involved the Borough of Halton and consequently, the Council's Constitution was silent on the subject of NSIP's, other than assigning responsibility to the Committee.

It was reasonable to assume that most NSIP's would have significant implications for the Borough and that substantive decisions would be dealt with by the Committee despite the fact that time scales under the 2008 Act were sometimes quite tight. Nevertheless, procedural matters ought to be delegated in the interest of good management on all occasions with the Committee deciding on substantive matters. The Keuper Gas Storage Project was so minor in nature in so far as it affected Halton that the entire response of the Council ought to be delegated.

The Committee agreed with the request for delegation as stated below:

RESOLVED: That

- 1) in respect of the Keuper Gas Storage Project all matters under the Planning Act 2008 be delegated to the Operational Director – Policy, Planning and Transportation; and
- 2) in respect of future matters coming within the Planning Act 2008 relating to Nationally Significant Infrastructure Projects, all matters up to the stage of acceptance of applications under Section 55 of the 2008 Act be delegated to the Operational Director – Policy, Planning and Transportation.

*Meeting ended at 7.00 p.m.*



**REPORT TO:** Development Control Committee

**DATE:** 3 November 2014

**REPORTING OFFICER:** Strategic Director- Policy and Resources

**SUBJECT:** Planning Applications to be Determined by the Committee

**WARD(S):** Boroughwide

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<b>Application No</b>	<b>Proposal</b>	<b>Location</b>
14/00455/FUL	Proposed demolition of existing buildings and development of 175 no dwellings with associated infrastructure including parking, pedestrian access, highway works, landscape and boundary treatments and public open space area, vehicular accesses from Page Lane and Warrington Road (Phase 1 and 2); and site clearance/demolition and remediation, hard standing and a further vehicular access to serve the site from Warrington Road (Phase 3).	On land bounded by Warrington Road and Page Lane, Widnes, Cheshire.

**REPORT TO:** Development Control Committee

**DATE:** 3 November 2014

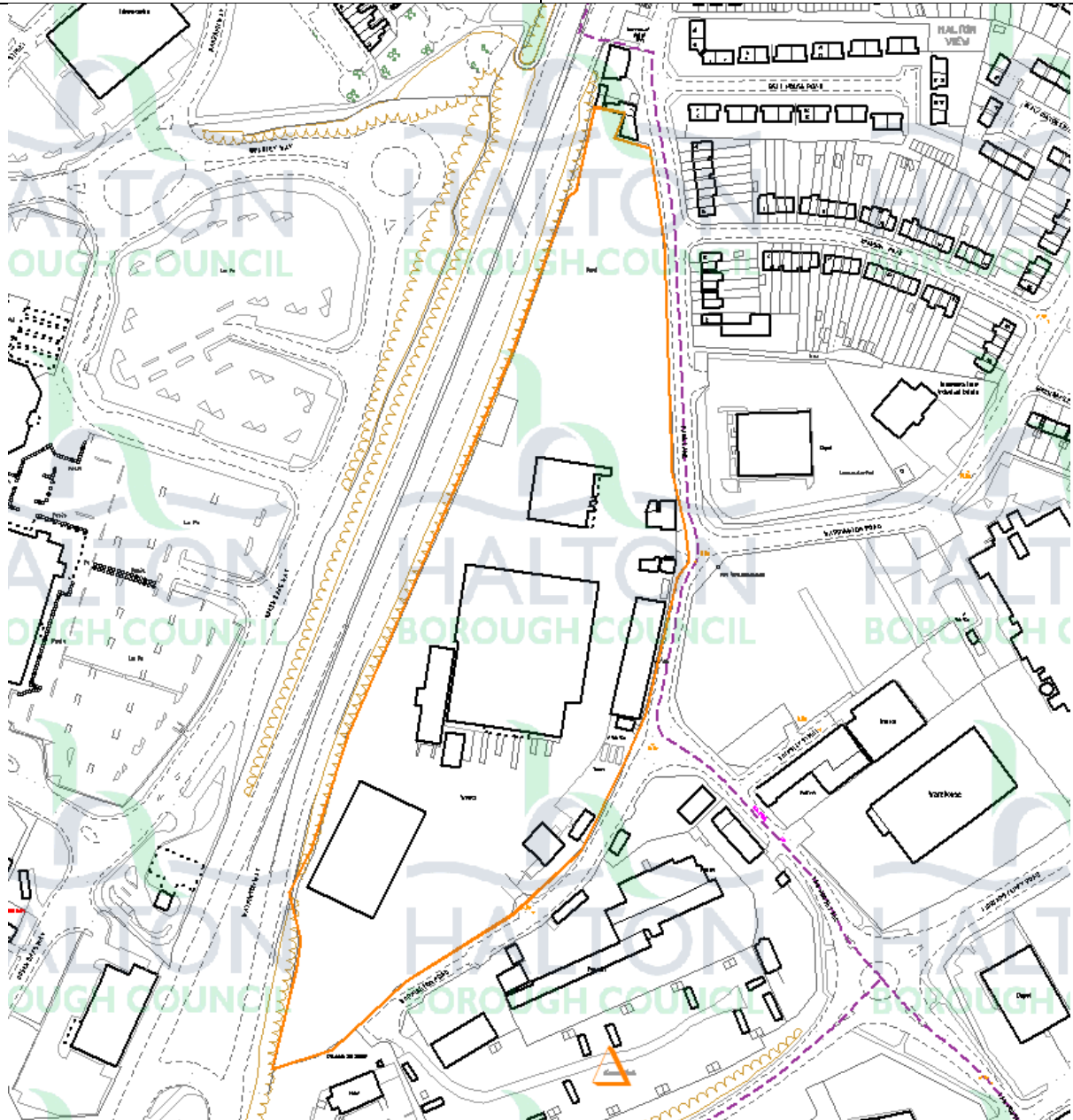
**REPORTING OFFICER:** Strategic Director, Policy & Resources

**SUBJECT:** Planning Applications to be determined by the Committee

**WARD(S):** Boroughwide

<b>APPLICATION NO:</b>	14/00455/FUL
<b>LOCATION:</b>	Land bounded by Warrington Road and Page Lane, Widnes, Cheshire.
<b>PROPOSAL:</b>	Proposed demolition of existing buildings and development of 175 no. dwellings with associated infrastructure including parking, pedestrian access, highway works, landscape and boundary treatments and public open space area, vehicular accesses from Page Lane and Warrington Road (Phase 1 and 2); and site clearance / demolition and remediation, hard standing and a further vehicular access to serve the site from Warrington Road (Phase 3).
<b>WARD:</b>	Appleton
<b>PARISH:</b>	None
<b>CASE OFFICER:</b>	Jeff Eaton
<b>AGENT(S) / APPLICANT(S):</b>	Russell Homes
<b>DEVELOPMENT PLAN ALLOCATION:</b>  National Planning Policy Framework (2012)  Halton Unitary Development Plan (2005)  Halton Core Strategy (2013)  Joint Merseyside and Halton Waste Local Plan (2013)	Proposed Road Link – Widnes Town Centre Circulatory System.
<b>DEPARTURE</b>	Yes
<b>REPRESENTATIONS:</b>	Two representations received from the publicity given to the application.

<b>KEY ISSUES:</b>	Principle of Residential Development, Proposed Road Link, Design, Amenity, Affordable Housing, Open Space, Access, Ground Contamination.
<b>RECOMMENDATION:</b>	Grant planning permission subject to conditions.
<b>SITE MAP</b>	



## **1. APPLICATION SITE**

### **1.1 The Site**

The site subject of the application is bounded by Warrington Road and Page Lane to the east / south east and Watkinson Way (A557) to the west. The site is 3.84ha in area.

The site was previously used more intensively for warehousing and distribution (Use Class B8), however the site has been predominantly vacant in recent years and a number of the buildings on site were removed. Some buildings still remain and small proportion of the site is currently being used for trailer storage. Access to the site is currently gained on Warrington Road and at the junction of Warrington Road and Page Lane.

Located to the east of the site on the opposite side of Page Lane are residential properties and the site located at the junction of Page Lane and Warrington Road which has recently been granted planning permission for the erection of 21no. houses and 18no. apartments by application 14/00075/FUL.

Located to the east further south on the opposite side of Warrington Road are a number of industrial uses with a caravan site located to the rear of these units.

Located to the west of the site is Watkinson Way which is a main route through the borough linking Widnes with the Silver Jubilee Bridge to the south and M62 junction 7 to the north. Located beyond this is Widnes Town Centre which is accessible on foot by a footbridge which is less than 100m from the site's northern boundary.

The site is part of the Warrington Road / Eastern Widnes Bypass site as identified by the Halton Unitary Development Plan. A proposed road link runs through the application site which is detailed in Policy TP11 as the Widnes Town Centre Circulatory System. In the Halton Core Strategy Local Plan, the application site falls within the South Widnes Key Area of Change.

## **2. THE APPLICATION**

### **2.1 The Proposal**

The application proposes the demolition of the existing buildings and development of 175 no. dwellings with associated infrastructure including parking, pedestrian access, highway works, landscape and boundary treatments and public open space area, vehicular accesses from Page Lane and Warrington Road (Phase 1 and 2); and site clearance / demolition and remediation, hard standing and a further vehicular access to serve the site from Warrington Road (Phase 3).

The proposal has been amended during the processing of the application to incorporate in the site clearance / demolition, hard standing and a further

vehicular access on the land labelled up as Phase 3 on the phasing plan. The layout has also been amended which has resulted in the reduction of the number of dwellings from 176 to 175.

## 2.2 Documentation

The planning application is supported the following documents/plans:

- Updated Ecological Review & Bat Survey.
- Stage 1 Flood Risk Assessment
- Transport Assessment
- Swept Path Analysis
- Employment Land Statement
- Planning, Design and Access Statement
- Geo-Environmental Site Assessment
- Noise Impact Assessment
- Consultation Statement
- Phasing Plan
- Local Equipped Area for Play Site Layout
- Soft Landscape / Boundary Treatment / Hard Surface details
- Landscape Maintenance Plan
- Drainage Strategy
- Indicative Cover Systems Plan
- Delivery Access Routes
- Logistics Plan
- Site Management Plan

## **3. POLICY CONTEXT**

### 3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in March 2012 to set out the Government's planning policies for England and how these should be applied.

Paragraph 196 states that the planning system is plan led. Applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise, as per the requirements of legislation, but that the NPPF is a material consideration in planning decisions. Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

### 3.2 Halton Unitary Development Plan (UDP) (2005)

The site is designated as a Greenspace 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;
- BE3 Environmental Priority Areas;
- GE21 Species Protection;
- GE27 Protection of Trees and Woodlands;
- PR4 Light Pollution and Nuisance;
- PR8 Noise Sensitive Developments;
- PR14 Contaminated Land;
- PR16 Development and Flood Risk;
- TP6 Cycle Provision as Part of New Development;
- TP7 Pedestrian Provision as Part of New Development;
- TP11 Road Schemes;
- TP12 Car Parking;
- TP14 Transport Assessments;
- TC1 Retail & Leisure Allocations;
- TC3 Warrington Road / Eastern Widnes Bypass;
- H3 Provision of Recreational Greenspace;

### 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;
- CS4 Employment Land Supply and Locational Priorities;
- CS9 South Widnes;
- CS12 Housing Mix;
- CS13 Affordable Housing;
- CS18 High Quality Design;
- CS19 Sustainable Development and Climate Change;
- CS23 Managing Pollution and Risk.

### 3.4 Joint Merseyside and Halton Waste Local Plan (2013)

The following policies, contained within the Joint Merseyside and Halton Waste Local Plan are of relevance:

- WM8 Waste Prevention and Resource Management;
- WM9 Sustainable Waste Management Design and Layout for New Development.

## **4. CONSULTATIONS**

### 4.1 Highways and Transportation Development Control

The scheme has been amended to address observations raised. No objection to the proposed development is raised subject to the attachment of a number of conditions.

#### 4.2 Highways - Drainage

Before the drainage system can be approved, there are number of points which need to be clarified. A response from the agent is awaited.

#### 4.3 Open Spaces – Design & Development

Initially concerns were raised over the draining of garden areas given the previous heavy industrial use, however the indicative cover system proposed appears to be an acceptable solution.

The landscape shrub and tree planting proposed is considered to be acceptable.

The height of the railings enclosing the open space have been increased from 900mm to 1200mm and further details have been provided on gate design and surfacing based on initial observations made.

#### 4.4 Open Spaces – Trees

There are no Tree Preservation Orders in force at this site and the area does not fall within a designated Conservation Area.

The absence of trees within the development site has precluded a need to include a tree report however the developer will need to consider the impact of the trees along the boundary with Watkinson Way during the construction of the 2.5 metre high acoustic fence.

The Ecological Assessment suggests the site has little importance but recommendations within the report should be considered by the developer, especially in connection with roosting bats and the removal of slates during the demolition of the existing buildings.

#### 4.5 Contaminated Land

No objection to the proposed development subject to the attachment of a full ground contamination condition.

#### 4.6 Cheshire Wildlife Trust

No objection to the proposed development subject to the attachment of conditions relating to the protection of breeding birds and biodiversity enhancements and an informative in relation to bats.

#### 4.7 Environmental Protection

Full observations on the proposed development are awaited.

#### 4.8 Environment Agency

We would have no objection in principle to the proposed development but would like to make the following comments.

##### *Flood Risk*

Please note that the introduction of the Flood & Water Management Act 2010 has passed responsibility for ordinary watercourses and surface and ground water flooding to the Lead Local Flood Authorities. Therefore, from 1st June 2014 we would ask that the attached Standing Advice is applied to development proposals over 1 hectare in Flood Zone 1 to manage flood risk. Your local drainage engineers may be able to advise further.

##### *Groundwater*

A condition which secures the submission of a scheme detailing the disposal of foul and surface water is suggested.

#### 4.9 Natural England

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

They have advised that there may be opportunities for both landscape and biodiversity enhancements.

#### 4.10 Coal Authority

The application site does not fall with the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice within the Decision Notice as an informative note to the applicant in the interests of public health and safety.

#### 4.11 Cheshire Police

It is recommended that the developer contact Cheshire Police with the view to commissioning a crime impact statement prior to any work commencing on the site.



## **5. REPRESENTATIONS**

5.1 The application has been advertised by a press advert in the Widnes & Runcorn World on 10/09/2014, four site notices posted on 18/08/2014 (Green Oaks Way – adjacent to Widnes Market, Page Lane x2 and Warrington Road) and 308 neighbour notification letters sent on 14/08/2014.

5.2 Following the description being amended as set out in paragraph 2.1 and the receipt of amended plans, the application has been advertised by a press advert in the Widnes & Runcorn World on 08/10/2014, four site notices posted on 01/10/2014 (Green Oaks Way – adjacent to Widnes Market, Page Lane x2 and Warrington Road) and 308 neighbour notification letters sent on 01/10/2014.

5.3 Two representations have been received from the publicity given to the application. The observations raised are summarised below:

- The borough would be losing a future commercial development site.
- Concerns that the existing light industrial unit which has been established for 30 years would be to the detriment of amenity of persons residing in the residential properties proposed in terms of noise, light and general disturbance.
- The proposal should make a significant contribution to improving the pedestrian / cycle network adjacent to the proposed development, particularly across Watkinson Way into the town centre.
- The design of the estate should restrict vehicle speeds to less than 20mph.
- Conveniently sited, secure, under-cover cycle parking should be provided for any smaller properties without a garage.
- Travel planning with targets, monitoring and sense of purpose should be set up for the site.

## **6. ASSESSMENT**

### **6.1 Warrington Road / Eastern Widnes Bypass Site**

This site forms part of the above site. This is not a site which has been allocated for a particular use given the operational use of the site at the time of adopting the Unitary Development Plan, however Policy TC3 indicates that the development for bulky goods retail warehousing and leisure uses will be acceptable on this site subject to the proposal meeting the criteria set out in the policy. This is also referred to in Policy TC1

The current proposal is for a residential use on this site and this has to be considered on its merits. Based on the site never being allocated for the development for bulky goods retail warehousing and leisure uses, the current proposal for a residential development does not represent a departure from the plan in respect of both Policies TC1 & TC3.

The site has benefitted from an outline planning permission for 15,455sqm of retail warehousing by the granting of application 11/00231/OUT over two years ago and the Employment Land Study details that the occupiers from the industrial, retail and leisure sectors have been actively targeted over a prolonged period of time without any concrete interest being forthcoming.

It is for this reason that a residential development on the site is now being pursued.

## 6.2 Road Schemes – Widnes Town Centre Circulatory System

The Unitary Development Plan Proposals Map shows the northern part of the application site being a proposed road link which would be part of the Widnes Town Centre Circulatory System and the relevant policy consideration is Policy TP11. This policy indicates that planning permission will not be granted for development which would prejudice the construction of these roads.

The Highway Officer has commented that the Watkinson Way / Fiddlers Ferry Road Gyratory have ongoing capacity issues and the strategy to date has been to address these issues incrementally. It must be noted that, as an 'at grade' junction, the gyratory has constraints which result in a finite capacity, and will prevent significant additional capacity being gained from the junction in the future to deal with ongoing developments and traffic growth (including that which may result from the Mersey Gateway scheme).

It is acknowledged that the provision of the Widnes Town Centre Circulatory System would greatly assist with relieving capacity at the gyratory junction. (This is true if north facing slips were also added at Bradley Way. Without this provision the loop road would only have a marginal capacity benefit).

Considering the continued safeguarding of this Widnes Town Centre Circulatory System in relation to this residential development, the proposed residential use would have less direct association with the town centre than the previously approved retail use, which would have had greater benefit from vehicular connection to the rest of the town centre. The Widnes Town Centre Circulatory System scheme would be very costly with recent estimates (including slip roads) totalling in excess of £11m. Therefore its feasibility is questionable. Safeguarding the land for a potentially long period of time would blight the site, creating an empty and derelict site in a prominent location adjacent to the A557 Watkinson Way which is main route through the borough. It is also noted that the provision of the Widnes Town Centre Circulatory System including new bridge and approach highways at a high level would cause environmental and amenity concerns for nearby residents of Page Lane and the proposed development.

On balance, the above discussion is considered to form a justification for the proposed development which would compromise the implementation of the Widnes Town Centre Circulatory System.

### 6.3 Key Area of Change – South Widnes

The application site is located within the South Widnes Key Area of Change with Policy CS9 of the Core Strategy Local Plan being relevant. The policy indicates that a mix of uses including a combination of employment, retail, leisure and residential development will be achieved across South Widnes over the Core Strategy period.

This application would deliver 175 residential dwellings which would provide a significant contribution towards the delivery of 400 residential dwellings across South Widnes, diversifying the current housing offer as set out in Policy CS9. It is therefore considered that the granting of a residential development on this site would not conflict with Policy CS9 of the Halton Core Strategy Local Plan.

### 6.4 Employment Land Supply and Locational Priorities

Whilst the site is not located within a Primarily Employment Area as allocated by the Halton Unitary Development Plan Proposals Map, Policy CS4 of the Halton Core Strategy Local Plan is still relevant to this application given the current use of the site. The policy states that any proposals for non-employment uses within existing employment areas should be accompanied by an examination of the wider employment land situation in the Borough.

The application is accompanied by an Employment Land Statement. The statement concludes that this site would not harm the supply of employment premises in the borough; it has been extensively marketed for a wide range of uses over a prolonged period; the site is suitable for residential development; and the provision of new affordable homes would be a significant benefit that outweigh any harm that the loss of the employment premises may cause.

It is considered that the Employment Land Statement provides justification as to why the loss of this site is negligible in relation to the current supply of employment land available, demonstrates that the market does not consider the site suitable for employment uses, identifies that the active character of the area is residential especially given the relationship to the predominantly residential area of Halton View directly to the north and acknowledges the requirement for affordable housing in the Borough. Based on this is considered that the proposal is compliant with Policy CS4 of the Halton Core Strategy Local Plan.

### 6.5 Environmental Priority Areas

The application site is located within an Environmental Priority Area in which the Council will pay particular regard to significantly raising environmental standards as set out in Policy BE3 of the Halton Unitary Development Plan.

It is considered that the development of the large predominantly vacant site which is located adjacent to A557 Watkinson Way would significantly enhance the character and appearance of the area in accordance with Policy BE3 of the Halton Unitary Development Plan.

## 6.6 Housing Supply and Locational Priorities

Policy CS3 of the Halton Core Strategy Local Plan states that a minimum of 9,930 new additional homes should be provided between 2010 and 2018 to ensure an adequate supply of suitable housing for the Borough's existing communities and to accommodate projected growth in the Borough's population.

This site within the South Widnes Key Area of Change has the potential to increase housing supply where there is a housing opportunity.

The proposal would deliver a significant number of dwellings on a previously developed site in a sustainable location.

The proposal would be in compliance with Policy CS3 of the Halton Core Strategy Local Plan.

## 6.7 Principle of Residential Development

Based on the above considerations, the proposed development does not conflict with Policy TC3 of the Halton Unitary Development Plan as it indicates that the development for bulky goods retail warehousing and leisure uses would be acceptable on this site but does not indicate that planning permission would be refused for a residential development.

The proposed development would prejudice the implementation of the Widnes Town Centre Circulatory System, however it is concluded based on the benefit that the vehicular connection to the town centre would have for a residential use, the feasibility of implementation along with the blighting of the site and environmental / amenity concerns for nearby residents, the proposal which would prejudice the implementation of the Widnes Town Centre Circulatory System is on balance considered to be acceptable.

In terms of the South Widnes Key Area of Change in which the application site is located, there is a requirement for residential development in this area and the Employment Land Statement provided indicates that there are better quality locations for the delivery of employment, retail and leisure opportunities which would be more attractive to the market than this particular site which is evident from the marketing undertaken.

Based on the market not considering the site suitable for employment uses, the active character of the area is residential especially given the relationship to the predominantly residential area of Halton View directly to the north, the recently granted planning permission for 39 dwellings at the junction of Page Lane and Warrington Road, the majority of the new dwellings would be adjacent to either existing or proposed residential development and the significant amount of affordable housing which would be delivered, it is generally considered that the proposed residential use would be sympathetic to surrounding land uses.

The redevelopment of this key site adjacent to A557 Watkinson Way within an Environmental Priority Area would significantly enhance the character and appearance of the area.

The proposal would make a contribution towards attempting to ensure that there is an adequate supply of suitable housing for the Borough's existing communities and to accommodate projected growth in the Borough's population.

Issues in terms of relationships at the southern end of the site in respect of the land available for open storage – B8 use (Phase 3 of this development) and the Warrington Road Industrial Estate will be considered in more detail in the noise section of the report at paragraph 6.14.

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

## 6.8 Highway Considerations

The application is accompanied by a Transport Assessment which concludes that the 175 dwelling development would not have a detrimental impact upon the highway/transport network. The Highway Officer agrees with this statement and does not object to the application on traffic grounds.

The issue regarding the Widnes Town Centre Circulatory System have already been considered at paragraph 6.2.

Following the receipt of amended plans, the Highway Officer is generally satisfied with the proposed layout from a highway safety perspective. Solutions to the issues raised by the Highway Officer have been found and a few minor alterations to the layout are required.

The internal road network within the site has demonstrated that there is sufficient space for the Council refuse vehicle to enter and exit the site in forward gear.

In terms of car parking, the Highway Officer has commented that all houses / bungalows have parking provision for two cars in accordance with the Council standards. Apartments all have parking provision for one car with visitor parking being accommodated where possible. This is considered to be an acceptable solution and the widening of carriageways to 5.5m would increase the potential for on-street visitor parking when necessary.

In order to promote more sustainable modes of travel and comply with Code for Sustainable Homes, the applicant is proposing cycle parking for each of the affordable units which is desirable. No cycle parking is proposed for the open market rent units or for the private sale units, however there is sufficient space within the curtilage of each property to provide such provision if the occupier of the dwelling requires this. It is not considered reasonable to secure additional cycle parking provision by planning condition in this case.

One of the representations has raised an issue regarding the securing of a significant contribution for improving the pedestrian / cycle network adjacent to the proposed development, particularly across Watkinson Way into the town centre. The site is located in close proximity to Widnes Town Centre with a footbridge across Watkinson Way leading to the Town Centre located approximately 100m from the northern boundary of the site. In this particular instance it is not considered beneficial or reasonable to seek a contribution for improvements to the pedestrian / cycle network.

With regard to the issue relating to the restriction of vehicle speeds within the site, it is noted that some traffic calming measures are proposed which would limit vehicle speeds.

In respect of imposing a condition which would secure the submission and implementation of a travel plan, in this case given the proximity of the site to Widnes Town Centre and general accessibility it is not considered to be justified.

The Highway Officer has advised that some off-site highway works are required which should be secured by condition.

A construction management plan has been provided to accompany the application and the Highway Officer's comments on this are awaited. The implementation of an appropriate construction management plan can be secured by condition.

Based on all the above, the proposal is considered to be acceptable from a highway perspective compliant with Policies BE1, TP6, TP7, TP12 & TP 14 of the Halton Unitary Development Plan.

## 6.9 Layout

The proposed site layout has been amended during the processing of the application to provide active frontages, improved relationships between proposed dwellings and sufficient parking provision.

The layout generally provides separation in accordance with the privacy distances for residential development set out in the Design of Residential Development Supplementary Planning Document. There are some minor shortfalls in separation (distance between front elevations across the street, properties located at angles to each other etc.) but these are not considered to be to the significant detriment of residential amenity which would warrant the refusal of the application.

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 with properties with 3 bedrooms having a minimum private outdoor space of 70sqm per unit. The scheme has been designed so that it generally accords with this standard

and would ensure that each house / bungalow has a usable private outdoor space.

The Design of Residential Development Supplementary Planning Document indicates that a usable private outdoor space for apartments of 50sqm per unit should be provided as a guide. This scheme falls below this standard, however given that the aim with this scheme is to provide a significant element of affordable housing and each apartment would have its own private amenity space which would offer drying space and cycle storage etc, this shortfall is considered to be appropriate in this instance and would not be unduly detrimental to residential amenity.

In terms of Housing Mix, the proposal seeks to deliver a range of property sizes including 1, 2 and 3 bedroom properties with the property types including houses, apartments and bungalows. In terms of tenure, there would be a mix of private sale, open market rented units, and affordable rented units. There is considered to be properties to meet a variety of needs on site. The detail submitted with the application also indicates that the affordable units would meet Lifetime Homes standards which would reduce reliance on specialist housing in the future.

The layout of the proposed development is considered to be acceptable and compliant with Policies BE 1 & BE 2 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan. In terms of Housing Mix, the proposal is considered to be compliant with Policy CS12 of the Halton Core Strategy Local Plan.

#### 6.10 Scale

The houses, bungalows and apartments hereby proposed are single storey and two storey in height and would not be dissimilar in height to the many of the existing residential properties in the surrounding area and are considered acceptable in respect of scale.

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

#### 6.11 Appearance

The elevations show that buildings proposed would be of an appropriate appearance with some variety in materials to add interest to the overall external appearance. The submission of precise external facing materials for approval should be secured by condition.

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

#### 6.12 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 absence of trees within the development site has precluded a need to include a tree report to accompany the application. The Open Spaces Officer has advised that the developer will need to consider the impact of the trees along the boundary with Watkinson Way during the construction of the 1.8 metre high acoustic fence. It is considered appropriate to attach an informative to bring this issue to the applicant's attention.

Detailed landscaping and boundary treatments plans have been provided to accompany the application. In respect of the soft landscaping scheme proposed, the Open Spaces Officer has commented that the landscape shrub and tree planting is acceptable and a condition securing the implementation and maintenance of the scheme.

The boundary treatments plan submitted includes a number of different boundary types according to the location within the site and is considered to ensure that satisfactory levels of privacy and appearance. A condition securing the implementation of the approved scheme and implementation thereafter is considered reasonable.

This would ensure compliance with Policies BE 1 and GE 27 of the Halton Unitary Development Plan.

#### 6.13 Site Levels

The application is accompanied by a topographical survey of the site and proposed site levels. These have been considered and would result in an acceptable development in terms of appearance and relationships to existing roads. It is considered reasonable to attach a condition which secures implementation in accordance with the proposed site levels.

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

#### 6.14 Noise

The application is accompanied by a Noise Impact Assessment. This considers the impact of road traffic noise, potential industrial estate activity and potential HGV activities.

The report identifies that mitigation measures are required due to road traffic and due to potential HGV activities on Phase 3 of the application site.

In order to achieve the required internal noise levels in habitable rooms, a cavity masonry wall with standard double glazing (based on a window area not exceeding 33%) along with trickle vents is identified as being sufficient.

In order to control noise levels from potential HGV activities to acceptable noise levels to allow ventilation to be provided by openable windows, during the daytime a 2.5m high acoustic screen would be sufficient, however at night



time this would not be acceptable with the requirement being for enhanced glazing and a mechanical ventilation system based on the fact that windows could not be opened. The solution outlined in the report is that if coupling and uncoupling of trailers is not allowed at night, the required internal ambient and maximum noise levels in bedrooms could be achieved by a 2.5m high acoustic barrier, standard double glazing and acoustic trickle vents.

The attachment of conditions securing the implementation of the noise mitigation measures as well as restriction on the hours of operation on the part of the site to be used for B8 (Phase 3) to ensure compatibility with the proposed residential development are considered reasonable and are conditions that the applicant is amenable to and would secure the best solution from an amenity perspective.

Observations from the Environmental Health Officer are still awaited.

An existing light industrial business located on Page Lane has raised an issue that their existing operation would have a detrimental impact on residential amenity in terms of noise, light and general disturbance. The Noise Impact Assessment has considered the impact that the surrounding land uses would have on residential amenity and has concluded that the noise mitigation measures proposed would ensure that amenity would not be unduly harmed. It is also noted that a light industrial use (Use Class B1c) is compatible in planning terms with a residential land use.

The proposal is considered to be compliant with Policy PR 8 of the Halton Unitary Development Plan.

#### 6.15 Affordable Housing

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

A mix of tenures is proposed on this site including market sale, market rent and affordable rented units. 113 of the 175 dwellings proposed would be affordable which would be in excess of the 25% of units sought by the policy. A condition which secures provision in accordance with the policy is considered reasonable.

This would ensure compliance with Policy CS 13 of the Halton Core Strategy Local Plan and the Affordable Housing Supplementary Planning Document.

#### 6.16 Open Space

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

The Open Space Requirement Calculator has identified that there is a deficit of both Provision for Children and Young Persons and Allotments in this particular neighbourhood.

The application proposes the creation of a public open space which would have a Local Equipped Area for Play located on it. The public open space proposed would be 1855sqm in area with a 400sqm Local Equipped Area for Play (LEAP) located at its core.

Based on the size of development (175 dwellings and potential population of 530), the Provision for Children and Young Persons requirement is 1,060sqm with Policy H3 requiring this to take the form of a LEAP based on the approximate population. The policy requires the LEAP to have a minimum activity zone of 400sqm and have about 5 types of equipment and a small games area.

The proposal would provide an open space in terms of dimension which exceeds the requirements for this development and would have a LEAP located on it which accords with the policy requirements. It is considered that the implementation of an open space on this site would be a significant benefit for persons residing in the locality based on the lack of facilities currently available. The implementation and subsequent maintenance should be secured by condition.

In terms of allotment provision, the developer is not looking to make this provision on site which is understandable given the relatively low requirement in terms of area. In terms of off-site provision, a commuted sum is not being sought for this requirement based on there not being a facility in the locality in which this could be invested or the commuted sum would not fund the creation of a new facility.

Based on the above, it is considered that the proposal would provide sufficient residential greenspace to meet the local needs of the people living there in compliance with Policy H3 of the Halton Unitary Development Plan.

#### 6.17 Ground Contamination

The application is accompanied by a Geo-Environmental Site Investigation.

This has been reviewed by the Contaminated Land Officer and no objection has been raised subject to the attachment of a full contaminated land condition to ensure that any ground contamination is dealt with appropriately

During the processing of the application, the application site has been enlarged to include the southern section of the site referred to as Phase 3 as to allow for site clearance / demolition and remediation at the same time as the rest of the site. This is considered appropriate and would 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.

6.18 Flood Risk and Drainage

The application site is located in Flood Zone 1 and is at low risk from flooding, however based on the site area exceeding 1ha, the application is accompanied by a Flood Risk Assessment along with a Drainage Strategy for the site. These documents have been reviewed by the Highway Officer dealing with Drainage and whilst no in principle objection, some clarifications have been requested to confirm that the scheme will work and the Drainage Strategy can be approved. The requirement for the submission of an appropriate drainage strategy and its subsequent implementation can be secured by condition. This would ensure compliance with Policy PR16 of the Halton Unitary Development Plan and Policy CS23 of the Halton Core Strategy Local Plan.

6.19 Biodiversity

The application is accompanied by an Updated Ecological Review and Bat Survey. This follows on from previous reports undertaken on the site a number of years ago. The report concludes that there are no ecological constraints to the proposed development and in respect of bats, demolition can proceed without the need for further survey work (e.g. activity surveys) or bat mitigation due to the lack of evidence seen and the minimal potential of the property to support bats. Cheshire Wildlife Trust have reviewed this document and raise no objections subject to conditions securing protection for breeding birds and biodiversity enhancements. An informative regarding bats has also been suggested.

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

6.20 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.

One of these principles is Code for Sustainable Homes. The applicant is proposing that the affordable units on the site would meet Level 3 and is requirement on schemes which are funded by the Homes and Communities Agency. It would be desirable for all properties to be built to this standard; however this is something which is encouraged rather than a requirement. It is not considered that the proposal significantly conflicts with Policy CS19 of the Halton Core Strategy Local Plan.

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

## **7. CONCLUSIONS**

In conclusion, the proposal would deliver residential development within the South Widnes Key Area of Change for which there is requirement over the plan period. It is acknowledged that the proposal would result in the loss of an employment site, however the Employment Land Statement provided indicates that there are better quality locations for the delivery of employment, retail and leisure opportunities which would be more attractive to the market than this particular site which is evident from the marketing undertaken.

The active character of the area is considered to be residential especially given its relationship to the predominantly residential area of Halton View to the north. The proposed residential use would be acceptable on this site from an amenity perspective as a result of the implementation of the suggested noise mitigation measures.

The proposed development would prejudice the implementation of the Widnes Town Centre Circulatory System, however it is concluded based on the benefit that the vehicular connection to the town centre would have for a residential use, the feasibility of implementation along with the blighting of the site and environmental / amenity concerns for nearby residents, the proposal which would prejudice the implementation of the Widnes Town Centre Circulatory System is on balance considered to be acceptable.

The proposal would deliver on-site affordable housing provision in excess of the policy requirement for which there is a significant requirement in the borough as well as on-site open space including a LEAP which would be of significant benefit of persons residing in the locality.

Appropriate access points to site from both Page Lane and Warrington Road would be achieved and the layout demonstrates sufficient space for movement within the site as well as an appropriate level of car parking.

The residential layout proposed demonstrates sufficient separation for both light and privacy and each property would have an appropriate amount of private amenity space.

The proposal is considered to be of an appropriate design with active frontages provided to both Page Lane and Warrington Road and the elevations indicate a mix of materials to add interest and result in well designed properties.

The application is recommended for approval subject to conditions.

## **8. RECOMMENDATIONS**

Grant planning permission subject to conditions.

## **9. CONDITIONS**

1. Time Limit – Full Permission.
2. Approved Plans.
3. Implementation in accordance with Proposed Site Levels (Policy BE1)
4. Facing Materials to be Agreed (Policies BE1 and BE2)
5. Implementation of Submitted Soft Landscaping Scheme and subsequent maintenance (Policy BE1)
6. Implementation of Submitted Boundary Treatments Scheme and subsequent maintenance (Policy BE1)
7. Breeding Birds Protection – (Policy GE21)
8. Implementation of Open Space and LEAP – (Policy H3)
9. Hours of Construction – (Policy BE1)
10. Implementation of Construction Management Plan (Highways) – (Policy BE1)
11. Restriction of Hours of Use – Phase 3 land – Open Storage Use – (Policy BE1)
12. Provision of Affordable Housing – (Policy CS13)
13. Implementation of Acoustic Fences – (Policy PR2)
14. Ground Contamination - (Policy PR14)
15. Off Site Highway Works – (Policy BE1)
16. Provision & Retention of Parking for Residential Development – (Policy BE1)
17. Highway to be made good following connection works – (Policy BE1)
18. Precise Access Details to be submitted – (Policy BE1)
19. Implementation of Drainage Strategy – (Policy PR16)
20. Biodiversity Enhancements – (Policy GE21)
21. The requirement for a further Bat Survey if works not commenced within two years of date of decision – (Policy GE21)

### Informatives

1. Bat Informative
2. Coal Authority Standing Advice
3. Cheshire Police Informative
4. Tree Informative

## **10. SUSTAINABILITY STATEMENT**

As required by:

- Paragraph 186 – 187 of the National Planning Policy Framework;

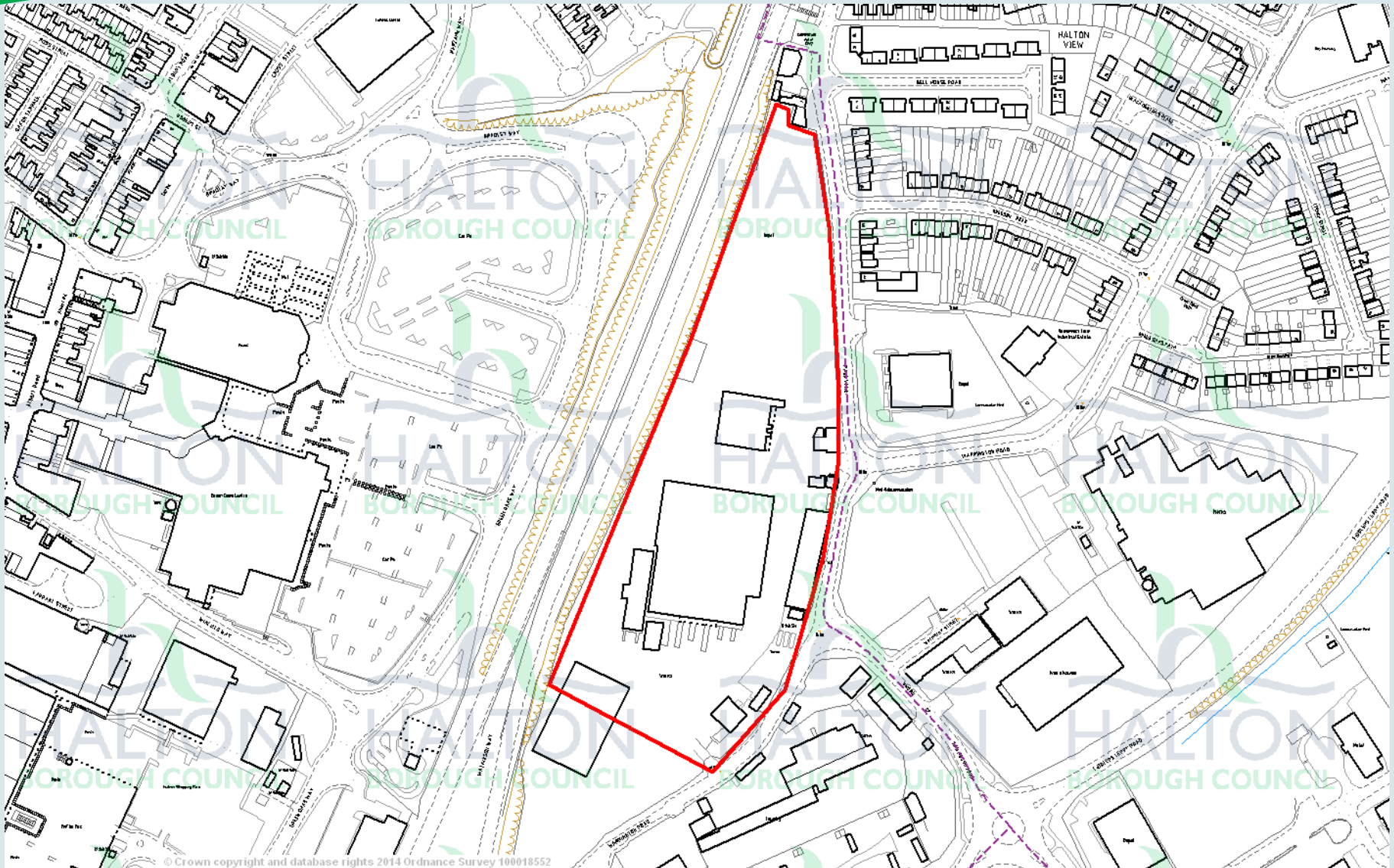
- The Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2012.

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.















Type A (Open side) Plot 37-40      Type B (Open side) Plot 37-38      Type A (Open side) Plot 35-36      252P (Affordable) Plot 33      252P-B (Affordable) Plot 3      254P-B (Affordable) Plot 1-2

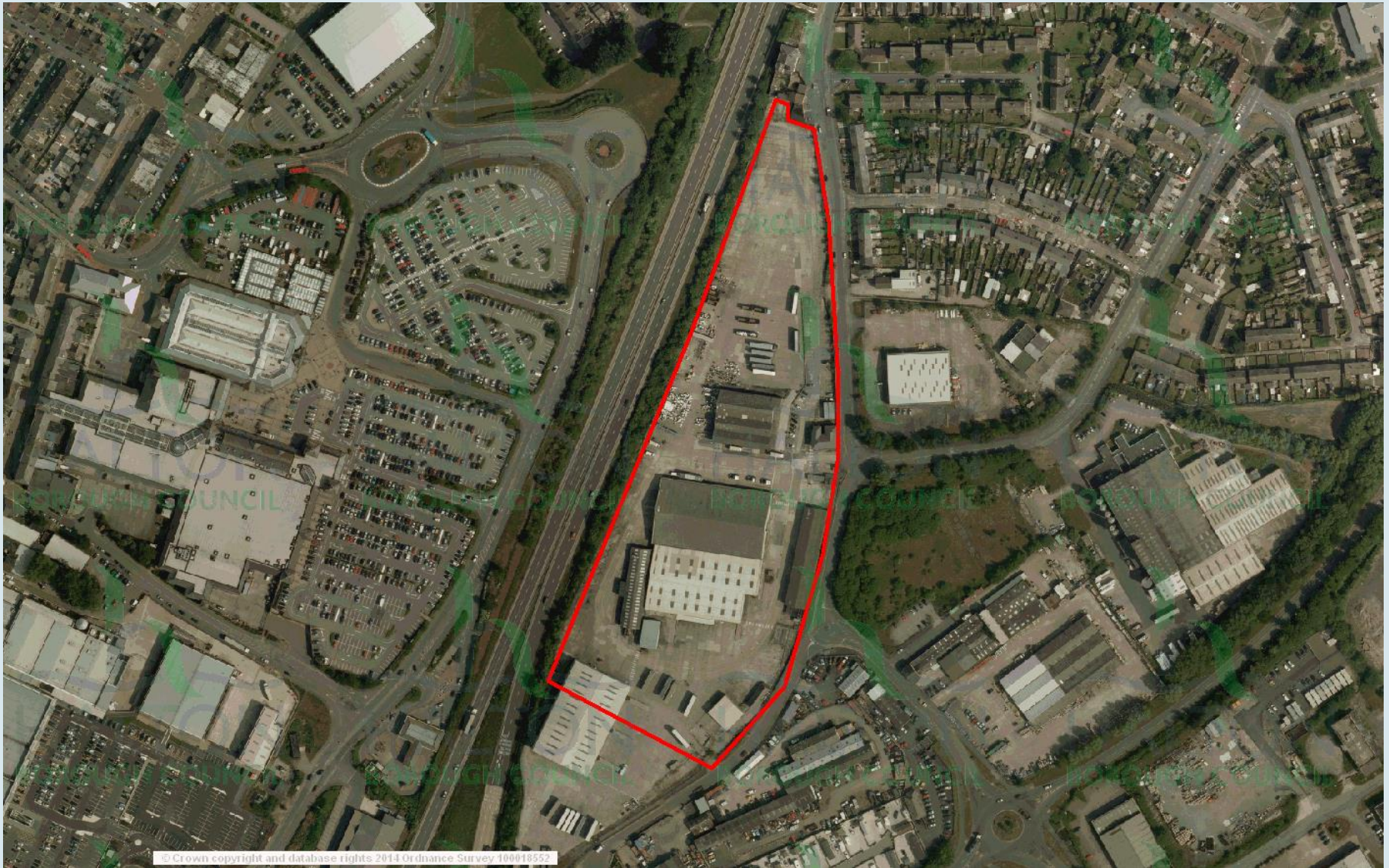
Proposed street scene along Warrington Road



254P-B (Market rent) Plot 23-24      254P-C (Affordable) Plot 27-28      254P-C (Affordable) Plot 25-26      255P-B (Affordable) Plot 21-24      254P-C (Affordable) Plot 19-20      252P-B (Affordable) Plot 15-16      254P-C (Affordable) Plot 12-14      253P-B (Affordable) Plot 8-11

Proposed inner development street scene





**REPORT TO:** Development Control Committee  
**DATE:** 3 November 2014  
**REPORTING OFFICER:** Strategic Director, Policy & Resources  
**SUBJECT:** Miscellaneous Items  
**WARD(S):** Boroughwide

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**The following applications have been withdrawn:**

- 14/00181/HBCFUL** Proposed removal of 2m high steel mesh fencing from three sides of ball court and replacement to same line with 6m high steel ball stop fencing, erection of 2.4m high steel mesh perimeter fencing and double gate to existing garden area and creation of new pedestrian access to Community Centre grounds from highway footpath at Grangeway Youth & Community Centre, Grangeway, Runcorn, Cheshire, WA7 5HA
- 14/00185/FUL** Proposed single storey side and rear extensions at 4 Tarvin Close, Runcorn, Cheshire, WA7 4AW
- 14/00233/PLD** Application for a Certificate of Proposed Lawful Development for single storey rear extension at 39 Regency Park, Widnes, Cheshire, WA8 9PH
- 14/00352/PLD** Application for certificate of proposed lawful development for single storey rear extension at The Bungalow, Sandy Lane, Preston Brook, Runcorn, Cheshire, WA7 3AW
- 14/00309/COU** Proposed change of use from Parish Centre to home of multi-occupancy at St Marie's Parish Centre, Lugsdale Road, Widnes, Cheshire
- 14/00267/FUL** Proposed two storey side extension at 193 Cowan Way, Widnes, Cheshire, WA8 5BW
- 14/00362/DEM** Prior notification of demolition of former pensioners hut at West Bank Promenade, St Marys Road, Widnes, Cheshire
- 14/00410/PLD** Application for a Certificate of Proposed Lawful Development for the application of vinyl graphics to windows at 8 Albert Square, Widnes, Cheshire, WA8 6JW

- 14/00303/COU** Proposed change of use from car showroom and garage into gymnasium (use class D2) at 464 – 470 Liverpool Road, Widnes, Cheshire, WA8 7XP
- 14/00428/FUL** Two proposed front dormers to accommodate loft conversion at 2 Six Acre Gardens, Moore, Cheshire, WA4 6UL
- 14/00265/FUL** Proposed development of 1 no. detached dwelling at Land Adjacent to 22 Kemberton Drive, Widnes, Cheshire
- 14/00404/FUL** Proposed demolition of existing retail unit and development of 2 no. two storey detached houses at Former Londis Store, 35 High Street, Hale, Liverpool, L24 4AE
- 14/00408/FUL** Proposed erection of 1.5 metre high timber fencing to North West and South West boundary at 1 Severn Close, Widnes, Cheshire, WA8 3YS

**The following Appeals have been received / are in progress:**

12/00428/S73

APP/D0650/A/13/2196163 - Proposed removal of condition 1 from Planning Permission APP/D0650/C/10/2126943 to allow the permanent retention of a mixed use for the keeping of horses and a residential gypsy caravan site at Land south-west of junction between, Newton Lane and Chester Road, Daresbury, Warrington, Cheshire, WA4 4AJ.

Appeal dismissed

13/00278/FUL – (APP/D0650/V/14/2212165) Proposed redevelopment of existing high school comprising new school building, provision of new tennis courts, relocation of playing fields, new car parking and associated hard and soft landscaping and demolition of the existing school buildings at The Heath Specialist Technology College

The Secretary Of State has called the application in for his consideration. This will now be heard by a public Inquiry likely to be in the new year.