



Development Control Committee

**Tuesday, 6 December 2016 6.30 p.m.
The Board Room - Municipal Building,
Widnes**



Chief Executive

COMMITTEE MEMBERSHIP

Councillor Paul Nolan (Chair)
Councillor Keith Morley (Vice-Chair)
Councillor John Bradshaw
Councillor Arthur Cole
Councillor Robert Gilligan
Councillor Ron Hignett
Councillor Carol Plumpton Walsh
Councillor June Roberts
Councillor Dave Thompson
Councillor Bill Woolfall
Councillor Geoff Zygadlo

*Please contact Ann Jones on 0151 511 8276 Ext. 16 8276 or
ann.jones@halton.gov.uk for further information.
The next meeting of the Committee is on Monday, 9 January 2017*

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

Part I

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1. MINUTES	1 - 7
2. DECLARATIONS OF INTEREST	
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.	
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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, 7 November 2016 at Civic Suite, Town Hall, Runcorn

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

Apologies for Absence: Councillor Morley

Absence declared on Council business: None

Officers present: A. Jones, J. Tully, M. Noone, A. Plant, A. Brennan and J. Eaton and P. Peak

Also in attendance: 14 members of the public

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

Action

DEV20 MINUTES

The Minutes of the meeting held on 3 October 2016, having been circulated, were taken as read and signed as a correct record.

DEV21 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.

To avoid any allegation of bias, Councillor R Hignett took no part in the following item as he had presented the items previously to Executive Board, as the relevant Portfolio holder.

DEV22 - 16/00317/OUT - OUTLINE APPLICATION, WITH ALL MATTERS RESERVED, FOR RESIDENTIAL DEVELOPMENT OF UP TO 62 DWELLINGS WITH LANDSCAPING, CAR PARKING AND ECOLOGY AREA ON FORMER PLAYING FIELDS AND CAR PARK AT PICOW FARM ROAD, RUNCORN

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

Members received information in relation to the scheme from the Council's Highway's Officer who presented the results of parking surveys undertaken at various times of the day on Picow Farm Road. In summary it was noted that the net loss of spaces would be between 2 and 3 and it was felt that the displaced vehicles would park further down the Road or within the site itself.

Officers advised that they would recommend that the developer commissioned a scheme of double yellow lines to protect the junction and that they would also request them to fund a scheme of H-bar markings for the frontages of driveways of both new and existing properties.

The Committee was addressed by Mrs Bennison, who objected to the proposal on behalf of local residents. She argued that the site was dedicated greenspace and should remain so as there were no other greenspace areas within 5 sq miles of this site; the nearest one being Runcorn Common. She stated that the site should be available for local children to play on. Further she explained that the scheme would affect the existing property values on Picow Farm Road; that there would be a loss of light; and that they would be overlooked from the new development. She urged the Committee to listen to the residents of the area and keep the site for the community.

Mr Gee, acting as agent on the application, then addressed the Committee, responding to some of the claims of the objectors. He commented that the report discussed, on pages 15, 16 and 17, why the site had not been used for 8 years and the reasons for this were provided. He further stated that the site was highly accessible for future residents due to the location and that it would bring in new families to the area who would contribute to the local economy. With regards to parking, he was aware of the present situation of rail users parking along Picow Farm Road, however the scheme would provide sufficient parking for residents so the situation would not be exacerbated.

Members discussed the application and one Member raised concerns over the existing parking situation on Picow Farm Road from the railway customers and the fact that they thought this development would actually exacerbate the situation. The Committee also discussed the Environmental Health issues relating to noise in paragraph 4.4 of the report.

After taking the Officer's report and presentation into consideration, and hearing the representations made by the speakers, the Committee voted and the majority agreed to

approve the application, subject to the conditions listed below.

RESOLVED: That the application be approved subject to the following conditions:

- 1) Time limit – outline permission;
- 2) Submission of reserved matters;
- 3) Development parameters;
- 4) Site levels (BE1);
- 5) Facing materials to be agreed (BE1 and BE2);
- 6) Breeding birds protection (GE21);
- 7) Tree protection (BE1);
- 8) Hours of construction (BE1);
- 9) Construction management plan (Highways) (BE1);
- 10) Off-site highway works (BE1);
- 11) Implementation of mitigation (Section 4.7 of the Amphibian survey) (GE21);
- 12) Reasonable avoidance measures – hedgehogs (GE21);
- 13) Habitat management plan (GE21);
- 14) Site waste management plan (WM8);
- 15) Japanese Knotweed method statement;
- 16) Invasive species validation report;
- 17) Bat friendly lighting scheme (GE21);
- 18) Foul water (PR16);
- 19) Surface water regulatory scheme (PR16);
- 20) Investigation of suitability of infiltration (PR16);
- 21) Final discharge rates (PR16);
- 22) Models showing overland flow routes (PR16);
- 23) Ground contamination (Phase 2 site investigation, remediation strategy, validation report) (PR14);
- 24) Noise mitigation measures (PR2); and
- 25) Electric vehicle charging points (CS19).

To avoid any allegation of bias Councillor R Hignett took no part in the following item as he had presented the items previously to Executive Board, as the relevant Portfolio holder.

DEV23 - 16/000338/FUL - PROPOSED DEVELOPMENT, CONSTRUCTED IN TWO PHASES, OF WAREHOUSING INCLUDING INTERNAL THREE STOREY OFFICE AND LABORATORY ELEMENT (USE CLSSSES B2/B8) WITH ASSOCIATED ACCESS, INFRASTRUCTURE AND LANDSCAPING ON LAND TO SOUTH OF DENNIS ROAD, VENTRUEFIELDS TRADE PARK, WIDNES

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

Officers advised that since the publication of the agenda one more objection had been received from a neighbouring property on Turnstone Business Park relating to the potential for vibration from HGV's using the site impacting upon their testing operations. It was reported that the objector was located in an area where HGV movements were already frequent. Further information relating to vibration levels was passed to the Committee Members for inspection.

RESOLVED: That the application be approved subject to the following conditions:

- 1) Standard 3 year expiry;
- 2) Materials condition;
- 3) Travel plan shall be submitted to and approved in writing by the Local Planning Authority (LPA);
- 4) Prior to the occupation of the premises hereby approved a scheme detailing all off-site highway works shall be laid out and surfaced to the satisfaction of the LPA;
- 5) Travel plan, including secure cycle storage, shall be submitted to and approved in writing by the LPA prior to occupation;
- 6) Submission and approval of contaminated land report;
- 7) Construction management plan;
- 8) Drainage condition; and
- 9) Existing and proposed levels condition.

DEV24 - 16/00462/P3PPA - PROPOSED CHANGE OF USE FROM B8 WAREHOUSE TO 13 RESIDENTIAL APARTMENTS AT 89 HIGH STREET, RUNCORN

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

The Committee was reminded that the application was not a full planning application, and that a change of use from Class B8 (storage or distribution centre) to Class C3 (dwellinghouses) was permitted development under Part 3, Class P, of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as Amended).

The report set out a number of instances where this change of use was not permitted development by Class P. It was noted that none of these instances applied to this proposal, so it was therefore permitted subject to the

condition that before beginning the development, the developer shall apply to the Local Planning Authority (LPA) for a determination as to whether the prior approval of the LPA would be required with regards to the 6 considerations (a, b, c, d, e and f) as set out in the report.

The Officer's report advised that, based on these 6 considerations, it was determined that the proposal was acceptable and prior approval was not required. The Committee agreed with the Officer's recommendations.

RESOLVED: That development under Class P is permitted subject to the condition that the use of the building falling within Class C3 (dwellinghouses) is begun before 15 April 2018.

DEV25 MISCELLANEOUS ITEMS

The following applications had been withdrawn:

15/00569/COU Proposed conversion of existing sandstone barn/storage building attached to existing dwelling, including extension of the barn, to form 1 no. residential dwelling at 5 Weston Road, Runcorn, Cheshire, WA7 4JU.

15/00570/LBC Application for Listed Building Consent for proposed conversion of existing sandstone barn/storage building, attached to existing dwelling, including extension of the barn, to form 1 no. residential dwelling at 5 Weston Road, Runcorn, Cheshire, WA7 4JU.

16/00245/PLD Application for a certificate of proposed Lawful Development for creation of single storey extension to replace existing single storey extension on the same footprint at 14 Bentinck Street, Runcorn, Cheshire, WA7 1EH.

08/00042/FUL Proposed rear conservatory at 9 Nicholas Road, Widnes, Cheshire, WA8 8ST.

16/00290/NMA Proposed Non Material Amendment to Planning Permission 08/00310/FUL to amend single storey rear extension roof from single slope to centre pitch and

amend positioning of window and door openings to rear extension at 14 Burnsall Drive, Widnes, Cheshire, WA8 4SE.

16/00239/FUL Proposed two storey side extension (addition of first floor extension to north east elevation) at 22 New Barnet, Widnes, Cheshire, WA8 9GR.

16/00335/PLD Application for a Certificate of Proposed Lawful Development for single storey side extension at 30 Aston Green, Runcorn, Cheshire, WA7 3BP.

The following applications had gone to appeal:

15/00108/S73 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 and the variation of condition 5 to allow the stationing of 12 caravans at any time (of which no more than one shall be a static caravan or mobile home) at land to the South West of Junction between Newton Lane and Chester Road, Daresbury, Cheshire.

15/00300/FUL Proposed erection of 1 no. two storey dwelling with associated car parking and landscaping at Land Adjacent To 2 Chelsea Cottages, Chester Road, Preston Brook, Runcorn, Cheshire, WA7 3AT.

16/00035/FUL Proposed single storey front extension at 119 Cradley, Widnes, Cheshire, WA8 7PN.

16/00163/FUL Proposed construction of 1 no. detached bungalow suitable for occupation by disabled person(s) (DDA Compliant) with associated landscaping and access on part of rear garden at 117 Birchfield Road, Widnes, Cheshire, WA8 7TG.

- 16/00121/FUL** Proposed two storey front extension at 24 Seaton Park, Runcorn, Cheshire, WA7 1XA.
- 15/00115/COU** Proposed Change of Use to residential caravan site for up to 8 caravans including the laying of hardstanding and erection of three amenity blocks at Former Ivy House, Marsh Lane, off Brindley Road, Runcorn, Cheshire, WA7 1NS.
- 15/00005/FUL** Proposed construction of a single storey side extension and single storey rear extension at 117 Birchfield Road, Widnes, Cheshire, WA8 7TG.

The following Appeal Decisions had been made:

Dismissed:

- 15/00300/FUL** Proposed erection of 1 no. two storey dwelling with associated car parking and landscaping at land adjacent to 2 Chelsea Cottages, Chester Road, Preston Brook, Runcorn, Cheshire, WA7 3AT.
- 16/00035/FUL** Proposed single storey front extension at 119 Cradley, Widnes, Cheshire, WA8 7PN.
- 12/00428/S73** 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 to the South West of Junction between Newton Lane and Chester Road, Daresbury, Warrington, Cheshire.

Meeting ended at 7.10 p.m.

REPORT TO: Development Control Committee

DATE: 6 December 2016

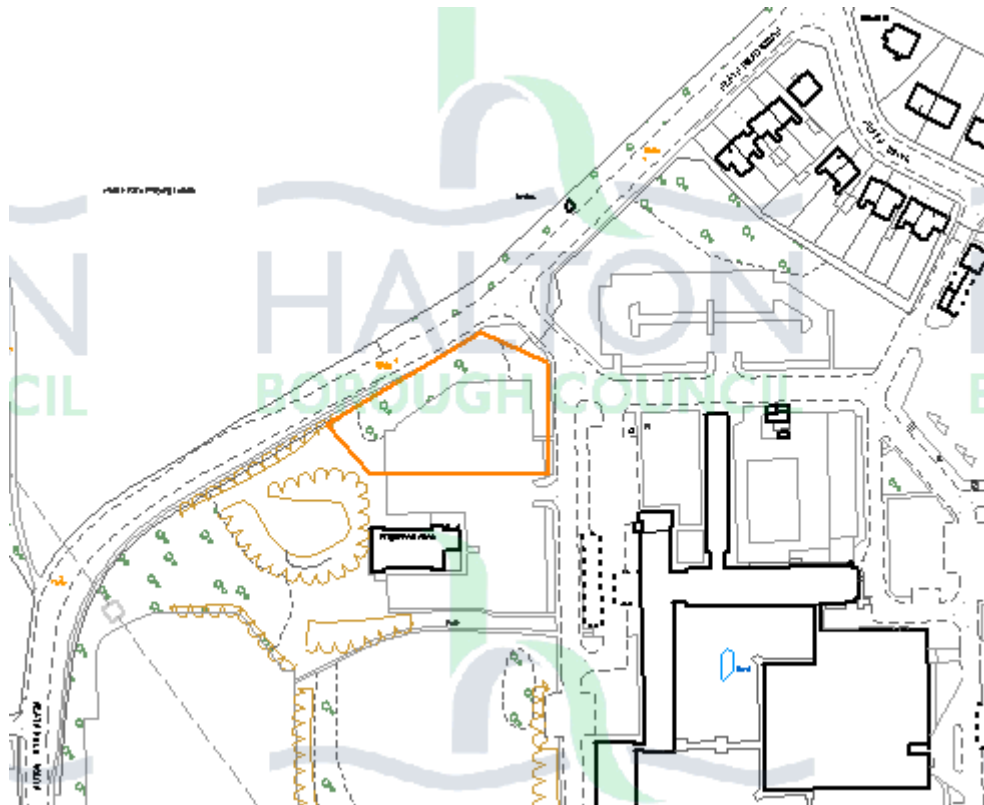
REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

SUBJECT: Planning Applications to be Determined by the Committee

WARD(S): Boroughwide

Application No	Proposal	Location
16/00313/OUT	Outline application, with all matters reserved, for the development of a retail unit up to 200 sq. metres (use Class A1)	The Heath Business and Technical Park, Heath Road South, Runcorn, Cheshire, WA7 4QF.
16/00338/FUL	Proposed development, constructed in two phases, of warehouse including internal three storey office and laboratory element (use Classes B2/B8) with associated access, infrastructure and landscaping.	Land to the South of Dennis Road, Venturefields Trade Park, Widnes

APPLICATION NO:	16/00313/OUT
LOCATION:	The Heath Business & Technical Park, Heath Road South, Runcorn, Cheshire, WA7 4QF.
PROPOSAL:	Outline application, with all matters reserved, for the development of a retail unit up to 200 sq. metres (Use Class A1).
WARD:	Heath
PARISH:	None
AGENT(S) / APPLICANT(S):	Mr John Lewis – SOG Pension Fund.
DEVELOPMENT PLAN ALLOCATION:	Primarily Employment Area.
National Planning Policy Framework (2012) Halton Unitary Development Plan (2005) Halton Core Strategy (2013) Joint Merseyside and Halton Waste Local Plan (2013)	
DEPARTURE	No.
REPRESENTATIONS:	33 representations received from the publicity given to the application.
KEY ISSUES:	Retail Development, Location within a Primarily Employment Area, Protected Trees, Highway Considerations, Ground Contamination, Flood Risk, Biodiversity.
RECOMMENDATION:	Grant outline planning permission subject to conditions.
SITE MAP	



1. APPLICATION SITE

1.1 The Site

The site is located within the Heath Business & Technical Park in Runcorn. The site is 0.3ha in area and is located adjacent to the Heath Road South boundary.

Vehicular access to the site is gained from Heath Road South which is adjacent to the application site.

The site is identified as part of a Primarily Employment Area allocated by the Halton Unitary Development Plan which encompasses the Heath Business & Technical Park.

The application site includes a group of protected trees (G4 of TPO no.110) which are located in the north eastern corner of the site.

Located to the south and east of the site are the buildings which form the Heath Business & Technical Park.

Located to the north west of the site on the opposite side of Heath Road South are the Heath Playing Fields.

2. THE APPLICATION

2.1 The Proposal

This outline planning application seeks to establish the principle of the development of a retail unit up to 200 sq. metres (Use Class A1) with all matters reserved for future consideration.

2.2 Documentation

The outline planning application is supported by a Design, Access and Planning Policy Statements, Commentary on Parking Provision, Outline Arboricultural Impact Assessment, Interim Ground Investigation and Risk Assessment Report and an Ecological Assessment.

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 partly designated as a Primarily Employment Area in the Halton Unitary Development Plan. The following policies within the adopted Unitary Development Plan are considered to be of particular relevance;

- BE1 General Requirements for Development;
- BE2 Quality of Design;
- GE21 Species Protection;
- GE27 Protection of Trees and Woodlands;
- PR2 Noise Nuisance;
- PR12 Development on Land Surrounding COMAH Sites;
- PR14 Contaminated Land;
- PR16 Development and Flood Risk;
- TP1 Public Transport Provision as Part of New Development;
- TP6 Cycle Provision as Part of New Development;
- TP12 Car Parking;
- TC6 Out of Centre Retail Development;
- H3 Provision of Recreational Greenspace;

- E3 Primarily Employment Areas;
- E4 Complementary Services and Facilities.

3.3 Halton Core Strategy (2013)

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

- CS2 Presumption in Favour of Sustainable Development;
- CS5 A Network of Centres;
- 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

It will be necessary to provide details of how the unit is to be serviced for deliveries, waste and emergency vehicles. Tracking details will be necessary illustrating how a service vehicle can enter and exit the site in forward gear. We would also require details of how safe pedestrian access into the site can be provided.

I have reviewed the additional information provided by the applicant. Given the size of the unit to be provided (200m²) this does not amount to a significant loss of parking. I would also agree with some of the applicants assessment of the parking demand and as such would not consider the loss of parking associated with this specific application to be significant, however, the continued and gradual erosion of the parking provision at the Heath Business Park still remains an issue of concern. Given the staff numbers at this location we feel it prudent that the applicant produces a travel plan for the site.

4.2 Environmental Health – Contaminated Land

The report presents an appraisal of the wider The Heath Technical Park, is slightly dated (2008) and is presented as an interim report. Whilst these are potential shortcomings in relation to supporting this specific application, I believe that there is sufficient information presented not to warrant further assessment. The site history states that the development plot was

undeveloped up until the construction the technical park (built as ICI Ltd offices and research facilities), with this plot only being used for car parking. The site investigation sampling location relevant to the plot (WS1) identified hardstanding overlying the natural solid geology. No significant potential sources or actual contamination was identified. Additionally, the application is for a small retail unit which is of relatively low sensitivity to land contamination.

Therefore, I have no objection to the application and I will not be seeking any further information relating land contamination.

4.3 Environmental Health - Noise

Environmental Health would have no concerns or comments to make regarding this application.

4.4 Open Spaces

Trees

Tree Preservation Order 110 is in force at this site but the area does not fall within a designated Conservation Area.

The proposal requires the removal of one tree (T3 Norway maple) from the site (submitted doc Outline Arboricultural Impact Assessment, The Heath Retail Development) which is unacceptable in my opinion. The tree is subject to statutory protection, recorded as a category A tree, mature, in good condition with a 'long' estimated remaining contribution.

Furthermore, section 7.11 of the submitted Outline Arboricultural Impact Assessment, The Heath Retail Development, states that "there is very little space available for replacement tree planting within the site therefore any mitigation planting would need to be undertaken elsewhere in the borough."

Section 7.14 of the same document states "It is the recommendation of this report that mitigation in the form of tree planting would result in a net loss of long term tree cover and quality (estimated at 40 years post-construction)."

It is my opinion that the development proposal should be re-assessed by the developer and amended to accommodate the retention of this protected tree.

Based on this observation, the indicative site layout has been amended to demonstrate that the tree in question can be retained.

Protective fencing will be required (as per BS5837 2012) to exclude activity from the root protection areas of trees potentially affected by this proposal.

Ecology

There are no specific ecological constraints associated with the site, however we would recommend that all tree works comply with current bird nesting legislation.

4.5 Merseyside Environmental Advisory Service

The applicant has submitted the following report in accordance with Local Plan Policy CS20:

- Ecological Assessment report (Ecological Assessment: The Heath, Runcorn, TEP, July 2016, Ref: 5822.002); and
- An Aerial Inspection of Tree (Correspondence between I. Holland (TEP) & Terry Rogan Architects, dated 20th October 2016)

I advise the surveys are acceptable and will be forwarded to Cheshire rECOrd.

The report states that no evidence of bats or presence was found. The Council **does not** need to consider the proposals against the three tests (Habitats Regulations) or consult Natural England.

Built features or vegetation on site may provide nesting opportunities for breeding birds, which are protected. No tree felling, hedgerow clearance, ground clearance and/or building works is to take place during the period 1 March to 31 August inclusive. If it is necessary to undertake works during the bird breeding season then all buildings, trees and hedgerows are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. If present, details of how they will be protected would be required. This can be secured by a suitably worded planning condition.

Waste

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

The applicant has not provided sufficient information to demonstrate compliance with policy WM9 of the Joint Merseyside and Halton Waste Local Plan. I advise that the information set out in policy WM9 of the Waste Local Plan is required and can be secured by a suitably worded condition.

Ecology

The applicant, their advisers and contractors should be made aware that if any European protected species are found, then as a legal requirement, work must cease and advice must be sought from a licensed specialist.

Waste

A waste audit or similar mechanism (e.g. site waste management plan) provides a mechanism for managing and monitoring construction, demolition and excavation waste. This is a requirement of WLP policy WM8, and may

also deliver cost savings and efficiencies for the applicant. The following information should be included within the waste audit or similar mechanism:

- Details of persons responsible;
- Process for update;
- Forecast waste types (European Waste Codes recommended) and waste arisings (tonnages);
- Facilities/carriers and proposed waste management option(s) chosen;
- Actual waste arisings (tonnages), facilities/carriers and waste management option(s) chosen;
- Waste prevention, reduction and recycling actions; and
- Process to ensure contractors/staff are aware of requirements (e.g. toolbox talks).

Guidance and templates are provided at:

http://www.meas.org.uk/media/5014/SWMP-Audit_Checklist_Final.pdf
<http://www.wrap.org.uk/> and <https://www.smartwaste.co.uk/>

Guidance on design and access to accommodate sustainable waste management is available for Halton Council in the following documents:

- Design of Residential Development SPDv2

Other useful sources of guidance include:

- NHBC (2015) – Avoiding Rubbish Design
<http://www.nhbcfoundation.org/Publications/Guide/NF60-Avoiding-rubbish-design>
- Building for Life Partnership (2014) - The Sign of a Good Place to Live: Building for Life 12
http://www.hbf.co.uk/?eID=dam_frontend_push&docID=24115&filename=BfL_REPRINT_2014_FINAL.pdf

4.6 Natural England

Natural England has assessed this application using the Impact Risk Zones data (IRZs). Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which the Mersey Estuary SPA and Ramsar has been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.

In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Mersey Estuary SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(l) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

4.7 Health & Safety Executive

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of major Hazard sites / pipelines. The HSE does not advise, on safety grounds, against the granting of planning permission in this case.

4.8 United Utilities

United Utilities will have no objection to the proposed development provided that conditions relating to foul water, surface water and sustainable drainage systems. Their other observations should be attached as an informative.

4.9 Liverpool John Lennon Airport

We have assessed the above proposal in line with Aerodrome Safeguarding. We have found that the proposed works as stated above will have no impact on operations at LJLA; therefore we have No Objections to this outline application.

5. REPRESENTATIONS

5.1 The application has been advertised by a press advert in the Widnes & Runcorn World on 11/08/2016, a site notice was posted on Heath Road South on 05/08/2016 and 33 neighbour notification letters sent on 04/08/2016.

5.2 Thirty three representations have been received from the publicity given to the application. The observations received are summarised below:

- Visual impact on the local area;
- Safety concerns in relation to highways – Potential parking on a busy corner;
- Implications for vehicles responding to nearby COMAH sites;
- Loss of car parking at the Heath;
- Impact on landscape;
- Impact on local wildlife;
- Detrimental impact on existing local shops;
- No requirement for a convenience store;
- Will bring shopping provision closer to home;
- Increase in litter;
- Increase in anti-social behaviour and noise;
- This proposal may encourage increased usage of Heath Road South;
- COMAH regulations should apply;
- Loss of a village feel in Weston;
- Two trees support bat roosts.

6. ASSESSMENT

6.1 Primarily Employment Area

The site is designated as being within a Primarily Employment Area. This designation covers the Heath Business & Technical Park in which the application site is located. Policy E3 of the Halton Unitary Development Plan is relevant. This designation gives support to B1, B2 & B8 uses, however does not preclude other uses. The suitability of a retail use on this parcel of land needs to be considered on its merits.

It should however be noted that there is provision for Complementary Services and Facilities within Primarily Employment Areas within Policy E4 of the Halton Unitary Development Plan. The supporting text for this policy indicates that it is intended to apply to a shop amongst other uses such as a children's day nursery, bank, restaurant, sandwich bar etc.

6.2 Principle of Retail Development

Retail development is defined by the NPPF as being a main town centre use. The site subject of the application is not within an existing centre (Town Centre, District Centre or Local Centre).

Policy CS5 of the Halton Core Strategy Local Plan is relevant to the determination of this application. The policy relates to a network of centres and the supporting text outlines the importance to define and protect the retail hierarchy to ensure new development is secured and focused in appropriate locations to enhance and strengthen the Borough's retail offer for the benefit of all. Both national and local planning policy set out the requirement for sequential and impact assessments for out of centre retail developments, however based on the amount of development sought in this case (up to 200sqm), neither a sequential or an impact assessment is required in this case.

The supporting documentation indicates that the purpose of the application is to enhance facilities for both the local community and businesses whilst not diluting the retail offer elsewhere.

Policy TC6 of the Halton Unitary Development Plan is relevant given the sites out of centre location. The supporting text to this particular policy indicates that an appropriate size of store to serve local needs is considered to be about 200sqm as being a typical size of local convenience store. This is in line with the threshold set in Policy CS5 to allow for appropriate provision to meet local needs outside of defined centres. The amount of development being sought in this case is in line with the size considered to be appropriate to meet local needs.

Policy TC6 makes clear that small scale retail proposals designed to serve purely local needs within a Primarily Residential Area or within a Primarily Employment Area that is some distance from existing retail facilities can be acceptable subject to the criteria in the policy being satisfied.

The existing business space at the Heath Business and Technical Park amounts to approximately 26,000sqm and is a significant local employer and

creates a local need for retail provision. Criteria (a) is considered to be satisfied.

As set out above, the amount of development sought is considered to be of an appropriate scale to address local need. Criteria (b) is considered to be satisfied.

There have not been any other recent retail developments in this area. The nearest retail provision to the application site is in Weston Village and at Ascot Avenue neither of which are within walking distance (10 minute walk or a distance of 400m) of the application site. It is therefore considered that the proposal would not damage the vitality and viability of nearby neighbourhood centres. Criteria (c) is considered to be satisfied.

Policy E4 of the Halton Unitary Development Plan relates to Complementary Services and Facilities within Primarily Employment Areas. As stated previously, this is intended to apply to a shop. In terms of compliance with this policy, the amount of retail development being sought is of a scale which is considered to serve local needs and by virtue of the size of the Heath Business and Technical Park, there is considered to be a demonstrable need for such a facility. It is therefore concluded that the proposed development would be considered as Complementary Services and Facilities within the Primarily Employment Area.

6.3 Access

Access is reserved for future consideration.

The applicant has provided a commentary on parking provision at the Heath Business and Technical Park. It is noted that the proposed development would be located on an existing area of car parking. This proposal would inevitably increase the amount of floorspace whilst reducing overall parking provision at the Heath Business and Technical Park.

The Highway Officer has concluded that given the amount of development proposed, this would not amount to a significant loss of parking. Based on the applicant's assessment of the parking demand, it is considered that the likely loss of parking associated with the amount of development proposed is unlikely to be significant.

Based on the above, the Highway Officer has concluded that the amount of retail development proposed is acceptable from a highway perspective.

Access which covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site would be considered as part of a reserved matters application.

The Highway Officer has noted that it will be necessary to provide details of how the unit is to be serviced for deliveries, waste and emergency vehicles. Tracking details will be necessary illustrating how a service vehicle can enter

and exit the site in forward gear. Details on safe pedestrian access into the site would also be required. These observations should be attached as an informative to inform any subsequent reserved matters application.

6.4 Layout

Layout is reserved for future consideration. There is no longer a requirement to provide an indicative layout to accompany an outline planning application; however the applicant has chosen to provide one to demonstrate the suitability of the amount of development being sought. The layout would not be restricted to that shown on the indicative layout.

The indicative layout which accompanied the application at the time of submission showed the removal of one of the protected trees at the site (T3). This was not considered to be acceptable and in order to provide certainty moving forward, the applicant has amended the indicative layout to show the retention of the protected tree (T3).

A suitable layout for the site is something which would need to be demonstrated through a reserved matters application.

6.5 Scale

Scale is reserved for future consideration. There is no longer a requirement to provide scale parameters with an outline planning application; however the design and access statement does indicate that the building would be single storey. Scale is something which would be considered as part of a reserved matters application.

6.6 Appearance

Appearance is reserved for future consideration. This is something which would be considered as part of a reserved matters application.

6.7 Landscaping

Landscaping is reserved for future consideration. As set out above in paragraph 6.4, the indicative layout has been amended to show the retention of all the protected trees within the boundary of the application site. A condition securing the submission of a scheme of tree protection measures is considered appropriate. The implementation of Landscaping would be considered as part of a reserved matters application.

6.8 Ground Contamination

The application is accompanied by an Interim Ground Investigation and Risk Assessment Report. The Contaminated Land Officer concludes that no significant potential sources or actual contamination was identified and that the application is for a small retail unit which is of relatively low sensitivity to land contamination.

On this basis, no objection to the application is raised and no further information relating land contamination is being sought.

The proposal is considered to be compliant with Policy PR14 of the Halton Unitary Development Plan.

6.9 Biodiversity

The application is accompanied by an Ecological Assessment and an Aerial Inspection of Tree (based on a single willow tree having the potential to support roosting bats). It is recommended that these documents are accepted as an accurate assessment of the current ecological content. Our Ecological Advisor advises that the report states that no evidence of bats or presence was found. Therefore, the Council does not need to consider the proposals against the three tests (Habitats Regulations) or consult Natural England. No objection to the proposed development is raised from an ecological perspective subject to the attachment of a condition which secures breeding bird protection.

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

6.10 Noise

The site is located within the Heath Business and Technical Park and the proposed use is considered to be both complementary and sympathetic to surrounding land uses. The Council's Environmental Health Officer raises no objection to the proposed development on noise grounds.

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

6.11 Sustainable Development and Climate Change

Policy CS19 of the Halton Core Strategy Local Plan outlines some principles which will be used to guide future development.

NPPF paragraph 35 which states that to further enhance the opportunities for sustainable development any future developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

The incorporation of facilities for charging plug-in and other ultra-low emission vehicles could be realistically achieved for retail development and a condition requiring investigation into the provision of future charging points for ultra-low emission vehicles is considered reasonable.

The proposal is compliant with Policy CS19 of the Halton Core Strategy Local Plan.

6.12 Waste Prevention/Management

Policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan are applicable to this application. In terms of waste prevention, a construction management plan will deal with issues of this nature and based on the development cost, the developer would be required to produce a Site Waste Management Plan. The submission of a Site Waste Management Plan and a Sustainable Waste Management Design should be secured by condition.

The proposal is compliant with Policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan.

6.13 Risk

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of major Hazard sites / pipelines. The HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Policy PR12 is relevant to the determination of the application. It states that development will be permitted provided that the accidental risk level from the COMAH site is not considered to be significant. This is defined as being where an individual accidental risk level does not exceed 10 chances per million in a year. Appendix D of the Planning for Risk Supplementary Planning Document includes maps which identify this risk and this site is outside of the area affected by an individual accidental risk of in excess of 10 chances per million in a year and therefore the proposal is in compliance with Policy PR12 of the Halton Unitary Development Plan.

6.14 Issues raised in representations not addressed above

In terms of visual impact on the local area, the proposal would be located on a car parking area within the Heath Business & Technical Park and it is unlikely that it would have a significantly detrimental visual impact on the locality.

In terms of safety concerns, the access from Heath Road South would be unchanged and the Highway Officer is satisfied that an appropriate arrangement could be achieved.

The Highway Officer has concluded that given the amount of development proposed, this would not amount to a significant loss of parking.

It is not considered that the proposal would have a significantly detrimental impact on vehicles responding to nearby COMAH sites.

The principle of retail development is considered at paragraph 6.2. In terms of competition, the planning system does not exist to protect the private rights of one individual against another.

In relation to the proposal resulting in an increase in litter, this is not a reason on which a refusal could be sustained and is a management issue for a future operator of a retail unit in this location.

With regard to the proposal being likely to result in an increase in anti-social behaviour and noise, this is not a reason which could be sustained when considering the principle of a retail development. The layout of a scheme at reserved matters stage would need to demonstrate that it would be acceptable in this regard.

In terms of the proposal encouraging increased usage of Heath Road South, the proposed development given its scale is unlikely to significantly increase vehicular movements along Heath Road South and no issue in terms of highway capacity has been raised by the Highway Officer.

It is not considered that the proposal would result in the loss of a village feel in Weston as the application site is located within the Heath Business & Technical Park separate to Weston Village.

7. CONCLUSIONS

In conclusion, there is provision for Complementary Services and Facilities within Primarily Employment Areas.

Retail development is defined by the NPPF as being a main town centre use, however both national and local planning policy set out the requirement for sequential and impact assessments for out of centre retail developments. Based on the amount of development sought in this case (up to 200sqm), neither a sequential or an impact assessment is required in this case.

There is provision for small scale retail proposals designed to serve purely local needs within a Primarily Residential Area or within a Primarily Employment Area within Policy TC6 of the Halton Unitary Development Plan.

The Heath Business and Technical Park is a significant local employer and creates a local need for retail provision. The amount of development sought is considered to be of an appropriate scale to address local need. There have not been any other recent retail developments in this area. The nearest retail provision to the application site is in Weston Village and at Ascot Avenue neither of which are within walking distance (10 minute walk or a distance of 400m) of the application site. It is therefore considered that the proposal would not damage the vitality and viability of nearby neighbourhood centres.

Access is reserved for future consideration.

The applicant has provided a commentary on parking provision at the Heath Business and Technical Park. It is noted that the proposed development would be located on an existing area of car parking. This proposal would inevitably increase the amount of floorspace whilst reducing overall parking provision at the Heath Business and Technical Park.

The Highway Officer has concluded that given the amount of development proposed, this would not amount to a significant loss of parking. Based on the applicant's assessment of the parking demand, it is considered that the likely loss of parking associated with the amount of development proposed is unlikely to be significant.

A reserved matters application which provides detail relating to access, layout, scale, appearance and landscaping would be required.

The principle of locating a retail unit up to 200 sq. metres is considered to be acceptable.

8. RECOMMENDATIONS

Grant outline planning permission subject to conditions.

9. CONDITIONS

1. Time Limit – Outline Permission.
2. Submission of Reserved Matters.
3. Development Parameters.
4. Site Levels (Policy BE1)
5. Facing Materials to be Agreed (Policies BE1 and BE2)
6. Breeding Birds Protection – (Policy GE21)
7. Tree Protection – (Policy BE1)
8. Construction Management Plan (Highways) – (Policy BE1)
9. Electric Vehicle Charging Points – (Policy CS19)
10. Travel Plan – (Policy TP16)
11. Site Waste Management Plan – (Policy WM8)
12. Sustainable Waste Management Design – (Policy WM9)
13. Foul Water – (Policy PR16)
14. Surface Water Regulatory Scheme – (Policy PR16)

Informatives

1. Highway Informative.
2. Waste Informative.

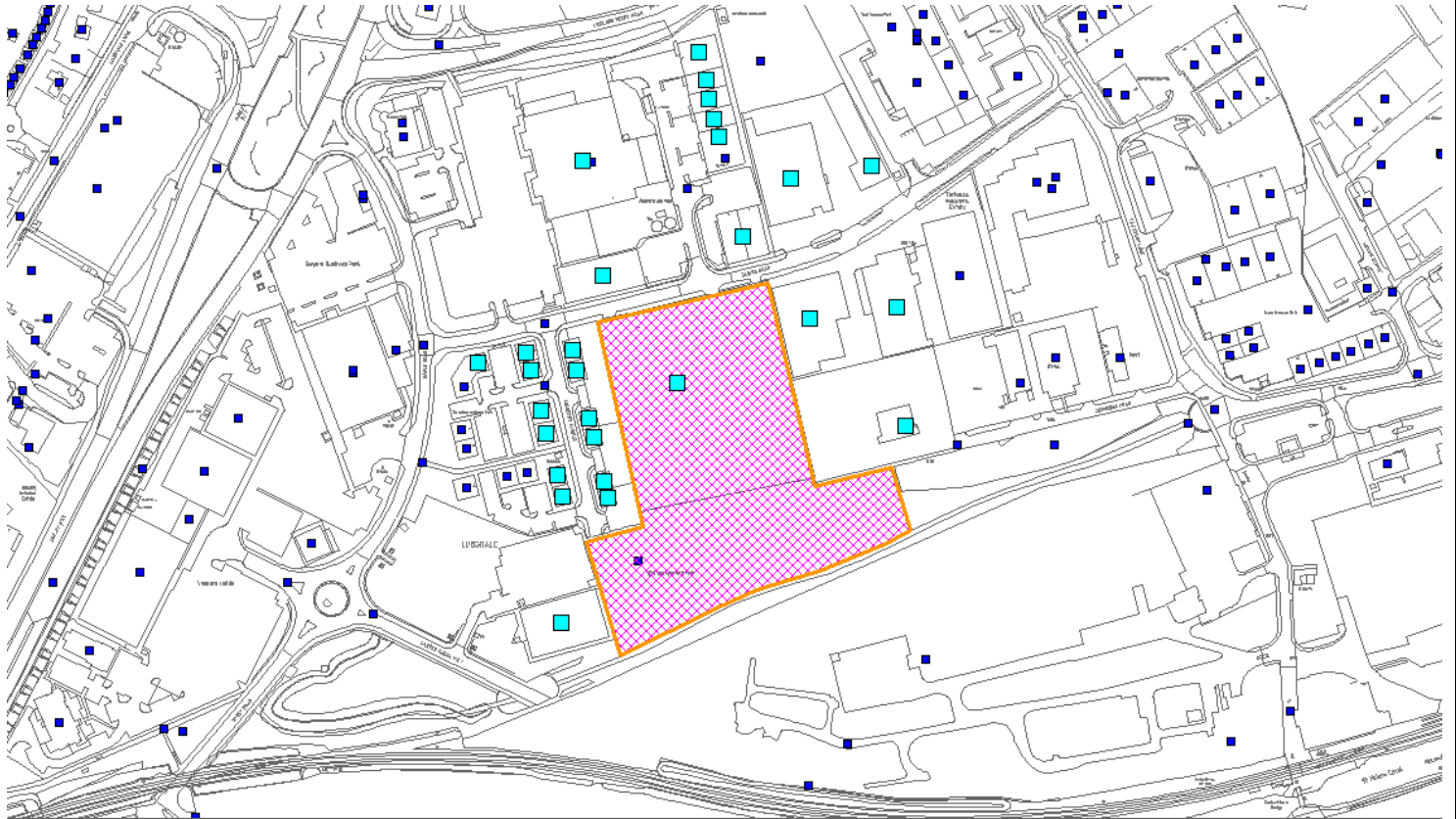
10. SUSTAINABILITY STATEMENT

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.

APPLICATION NO:	16/00338/FUL
LOCATION:	Land to the South of Dennis Road, Venturefields Trade Park, Widnes
PROPOSAL:	Proposed development, constructed in two phases, of warehouse including internal three storey office and laboratory element (Use Classes B2/B8) with associated access, infrastructure and landscaping
WARD:	Riverside
PARISH:	None
AGENT(S) APPLICANT(S):	Mr Brendan O'Donovan AEW Architects The Zenith Building Spring Gardens Manchester M2 1AB
DEVELOPMENT PLAN ALLOCATION:	Halton Unitary Development Plan (2005) RG3 Action Area 3 Widnes Waterfront Halton Core Strategy (2013) CS9 South Widnes Key Area of Change
DEPARTURE REPRESENTATIONS:	No
KEY ISSUES:	37 neighbours consultations – one objection Design Contaminated Land Parking, Access and Highway Safety
RECOMMENDATION:	Approve

SITE MAP

THIS PROPOSAL IS BEING RETURNED BEFORE MEMBERS FOLLOWING A PROCEDURAL ERROR AT THE NOVEMBER 2016 COMMITTEE.

1. APPLICATION SITE

1.1 The Site

The 2.79 hectare application site relates to former British Gypsum site, within the Widnes Waterfront Regeneration Area on Dennis Road in South Widnes. The proposed new access will be off Dennis Road. The property was purchased by Halton Borough Council in March 2010.

2. THE APPLICATION

2.1 The Proposal

The development consists of a ground floor warehouse with a three storey office/laboratory element to the Primary B2/B8 industrial. The development is proposed within two stages. There will be 200 full time employees at the end of both development phases.

2.2 Documentation

The application has been submitted with the requisite planning application form and location plan, including associated plans, design and access statement, a ground investigation report and transport statement.

2.3 History

14/00650/FUL- -Proposed development of builder's yard incorporating warehouse and trade counter. This was granted approval in March 2015.

14/00651/FUL- -Proposed development of new vehicular access road. This was granted approval in March 2015.

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 Core Strategy (2013)

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

- CS2 Presumption in Favour of Sustainable Development
- CS9 South Widnes Key Area of Change
- CS15 Sustainable Transport
- CS18 High Quality Design
- CS19 Sustainable Development and Climate Change
- CS23 Managing Pollution and Risk

3.3 Halton Unitary Development Plan (UDP) (2005)

The site is designated as the Widnes Waterfront Regeneration Area in the Halton Unitary Development Plan. The following policies within the adopted Unitary Development Plan are considered to be of particular relevance;

- BE1 General Requirements for Development;
- BE2 Quality of Design;
- BE22 Boundary Walls and Fences
- Policy E3 – Primarily Employment Areas
- Policy E5 – New Industrial and Commercial Development
- RG3 Action Area 3 Widnes Waterfront
- PR5 Water Quality
- PR14 Contaminated Land
- TP6 Cycle Provision as Part of New Development
- TP7 Pedestrian Provision as Part of New Development
- TP12 Car Parking
- TP15 Accessibility to New Development
- TP16 Green Travel Plans
- TP17 Safe Travel for All
- PR14 Contaminated Land

The primary planning policy for the determination of this planning application is policy E3 and BE1 'General Principles of Development' of the Halton UDP.

3.4 Joint Waste Local Plan 2013

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

3.5 The Design of New Industrial and Commercial Development Supplementary Planning Document

4. CONSULTATIONS AND REPRESENTATIONS

The application has been advertised by means of a site notice, press notice and neighbouring properties have been consulted via letter.

Consultation has been undertaken internally with the Council's highways engineer, the Local Lead Flood Authority and the contaminated land officer.

Externally, Network Rail and United Utilities have been consulted. The comments have been summarised below:

4.1 Highways

The Council's Highways Engineer was consulted as part of the application's consultation process. The proposed new access is to be provided off Dennis Road, with associated parking to the north and south of the site. The access differs from that previously approved under 14/00651/FUL in that it has been moved slightly further to the west of the site.

The site will potentially generate 112 two-way trips in the AM peak hour (0845-0945) and 87 two-way trips in PM peak hour (1730-1830). Approximately 5% of peak hour trips would be HGV's. The current highway provision is sufficient to accommodate this proposed B8 development, as this has not changed from its previous use. As such, this development will have no detrimental impact on the surrounding highway network.

The development is proposed in two phases. With regards to parking, each phase provides sufficient space, with the first phase providing parking at the front, and the second phase providing parking to the rear of the site. Once both phases have been completed the development will not exceed the maximum parking standard set out in the UDP. Accessible spaces for the complete scheme will be provided to the phase 1 car park with the correct number being marked for disabled bays. The Council's Highway Engineer has not raised any objections to the application. Subsequently there have been slight amendments to the Transport Statement, along with revisions to the initial layout plans including increasing the junction radii to improve HGV egress from the site, articulated vehicles will be able to exit the site westbound onto Dennis Road without crossing the centreline road markings. The revised plans also demonstrate that there is scope along Dennis Road to relocate bus stops affected by the proposed access.

Conditions are recommended in relation to the need for: a construction management plan; a travel plan; secure cycle storage; and to comply with Policies TP6 and TP16.

4.2 Lead Local Flood Authority

The Officer acting on behalf of the Council as The Lead Local Flood Authority has been consulted and there are no issues regarding surface water drainage and an informative will be attached to the permission to state all

works should be constructed in a way to prevent run-off to the adopted highway.

The proposal is considered to be compliant with Policy PR16 of the Halton Unitary Development Plan and Policies and CS23 of the Halton Core Strategy Local Plan.

4.3 Contaminated Land

The application has been submitted with a site investigation report with associated mitigation measures. The Contaminated Land Officer has been consulted and has advised that if the application were to be supported that any further site investigation work could be controlled by condition.

4.4 Network Rail

Network Rail's objection stated that the proposal could result in an increase in traffic (including HGVs) and potential bridge strikes at the entrance to Thermphos. Any vehicles attempting to get to the application site would have to make two separate navigation errors to reach the bridge in question. The second one of these would be at a large roundabout where a HGV could turn back. As the bridge is over a road that serves a self-contained industrial facility, the number of HGV's using that route will not be affected by this development.

4.5 United Utilities

United Utilities submitted a response stating that they had no objection to the application, subject to conditions. The conditions are designed to link the development into the existing sewer and drainage provision and to manage localised flooding. Several sewers cross the site and information will be included as an informative to relay to the applicant for consideration.

4.6 Neighbouring properties

One representation has been received from a neighbouring occupier on Mulbery Avenue. Instrument Design Technology (IDT) is located on Units 2 and 11 of Mulbery Avenue and have been based there since 2008. The objection stated that the increased HGV traffic vibration would be detrimental to the unit's instrument testing measurements to a level where they can no longer function effectively, reducing accuracy and subsequently impacting the business function of IDT. The objector requested the relocation of the access road to alleviate concerns over testing operations.

5. **ASSESSMENT**

Planning Policy

The site is located within the Widnes Waterfront Regeneration Area, the policies RG3 'Action Area 3 Widnes Waterfront' and CS9 'South Widnes

Key Area of Change' allow for a variety of use classes within the area, including B2/B8 employment uses which this application proposes. In this respect, the proposed use is considered to comply with policy E3, which encourages development for B1, B2 and B8 planning use classes, and is considered to be acceptable in principle. The proposal is considered to comply with RG3 and CS9.

Design and Appearance

The three storey building would total 16 metres in height, and is a similar height to surrounding buildings, and the general approach to design replicates that of the area. The attention paid to the materials will provide a good quality of design, one that is an improvement to what is now a vacant site on Dennis Road.

In terms of the design and appearance, the proposed new industrial building, would consist of a mixture of grey metal cladding and tinted glazing on all elevations and roof. These are considered to be of a high quality of design that would comply with saved Policies BE2 of the Halton Unitary Development Plan and CS18 of the Halton Core Strategy Local Plan.

Highways

The Highways Engineer has been consulted and has raised no objections to the proposed development. The proposed development will not have a detrimental impact on the existing highway or parking provision. The scheme provides adequate parking to meet the requirements within the site. The proposed development is considered to comply with policy TP12 of the Unitary Development Plan.

It is recommended, should this application be approved, that two pre-commencement conditions be attached for construction management plan details and site levels.

A travel plan, which includes details of secure cycle storage, will be submitted and to be agreed prior to the occupation of the site. As should a scheme of off-site highway works including formation of the new site access onto Dennis Road, works to existing bus stops and closure of redundant vehicle access points to the site.

Drainage

The Lead Local Flood Authority (LLFA) has raised some technical questions and a response has been provided by the applicant and is currently being reviewed and members will be updated accordingly. United Utilities and the LLFA raise no objection, in principle, subject to detailed drainage design which can be secured by appropriately worded planning conditions.

Amenity and Impact on Surrounding Area

By virtue of its location within an existing industrial area, there would be no significant loss of amenity to neighbouring properties as a result of the proposed development.

The objection received from IDT raised concerns that vibration from HGV's using the site would adversely impact their testing operations, resulting in an inability to operate. Any potential disturbance created by the development, such as noise, is deemed to be acceptable due to the nature of the use and the location within an established industrial estate. There are also no special policy protections within the surrounding area to consider.

The view taken with regard to HGV vibration levels is that these are a characteristic of the surrounding area. A refusal based on amenity loss or impact on specific business operations from vibration caused by HGV movement could not be justified in this instance. The benefits of this application, bringing back into use a redundant site in what will hopefully kick start a wider regeneration of the area; will outweigh the alleged impact to the objector, who is located in an area where HGV movements are frequent.

Further information was received on the day of the previous committee, and this was passed to members. A measure to alleviate vibrations through placing trenches at the western boundary was explored, but again it was not deemed necessary to impose such a request on the applicant due to the nature of the area. It would be more normal to expect occupiers to take protective measures within their own sites rather than expect neighbouring occupiers to incur expenditure in minimising the impact of a normal activity. A condition could not be worded to meet the necessary test for a legal condition as set out in NPPF. As such, the issue is deemed to be civil, between two users, and as such no further information will be required from the applicant. The proposed development would not have a significant impact on amenity of surrounding users and is considered to comply with policy BE1 of the Unitary Development Plan.

Summary and Conclusion

The principle of the development is considered to be acceptable and complies with Policies E3 and RG3 of the Unitary Development Plan and CS9 of the Halton Core Strategy Local Plan, The design and appearance is acceptable and complies with Unitary Development Plan Policy BE2 and the Design of New Industrial and Commercial Development Supplementary Planning Document. The proposal is deemed compliant with BE1, as there is no significant detriment to the amenity of neighbouring users. The proposed development would not have a detrimental impact on highway safety and sufficient car parking is provided, so in that respect complies with TP12 and TP15 of the Unitary Development Plan. The proposal is considered to be sustainable development and complies with the National Planning Policy Framework and is recommended for approval.

6. RECOMMENDATIONS

Grant planning permission subject to conditions.

7. CONDITIONS

1. Standard 3 year expiry.
2. Materials condition.
3. Prior to the occupation of the premises hereby approved a scheme detailing all off-site highway works shall be laid out and surfaced to the satisfaction of the Local Planning Authority.
4. Travel Plan, including secure cycle storage, shall be submitted to and approved in writing by the Local Planning Authority prior to occupation.
5. Submission and approval of contaminated land report.
6. Construction Management Plan.
7. Drainage Condition.
8. Existing and proposed levels condition.

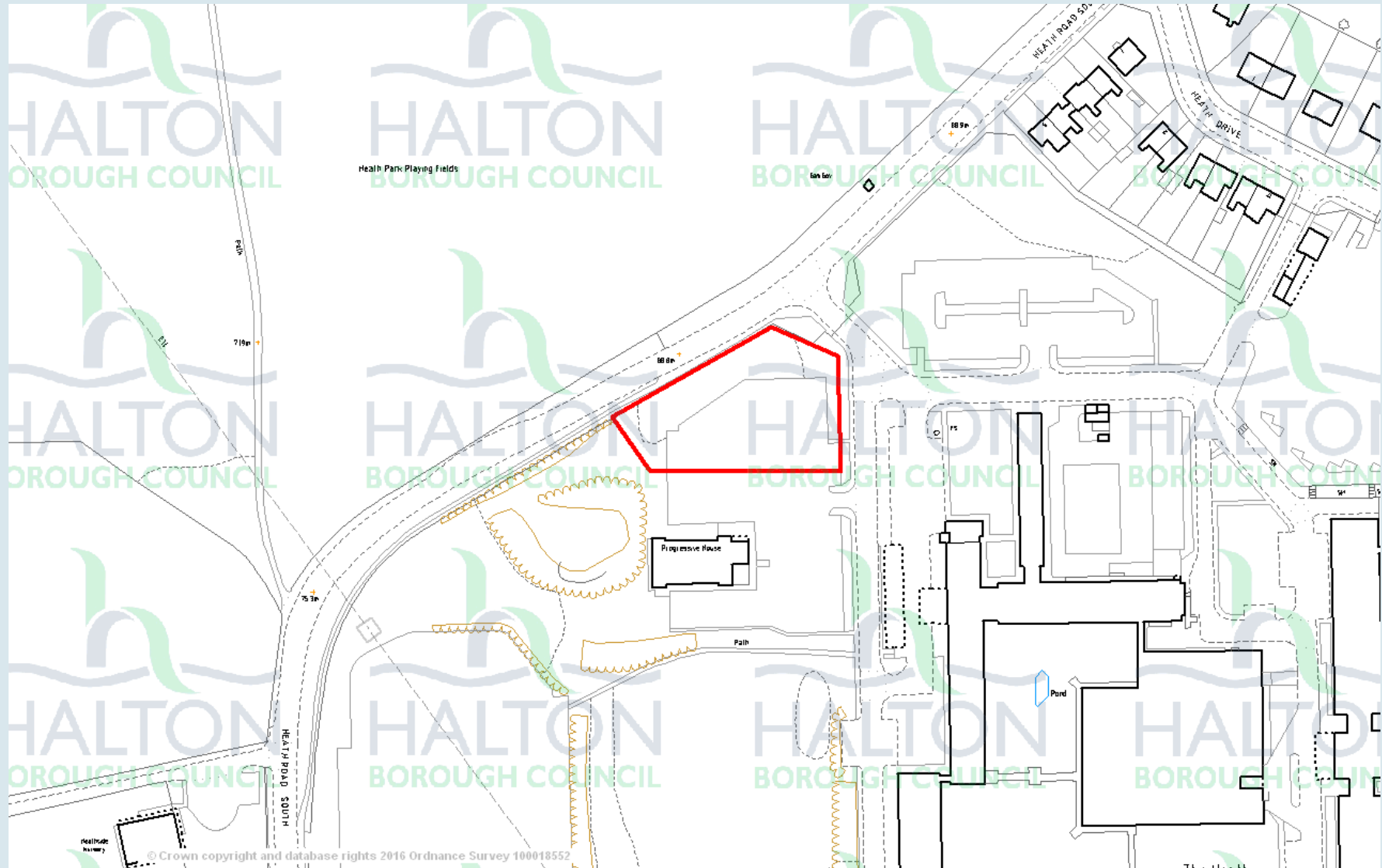
8. SUSTAINABILITY STATEMENT

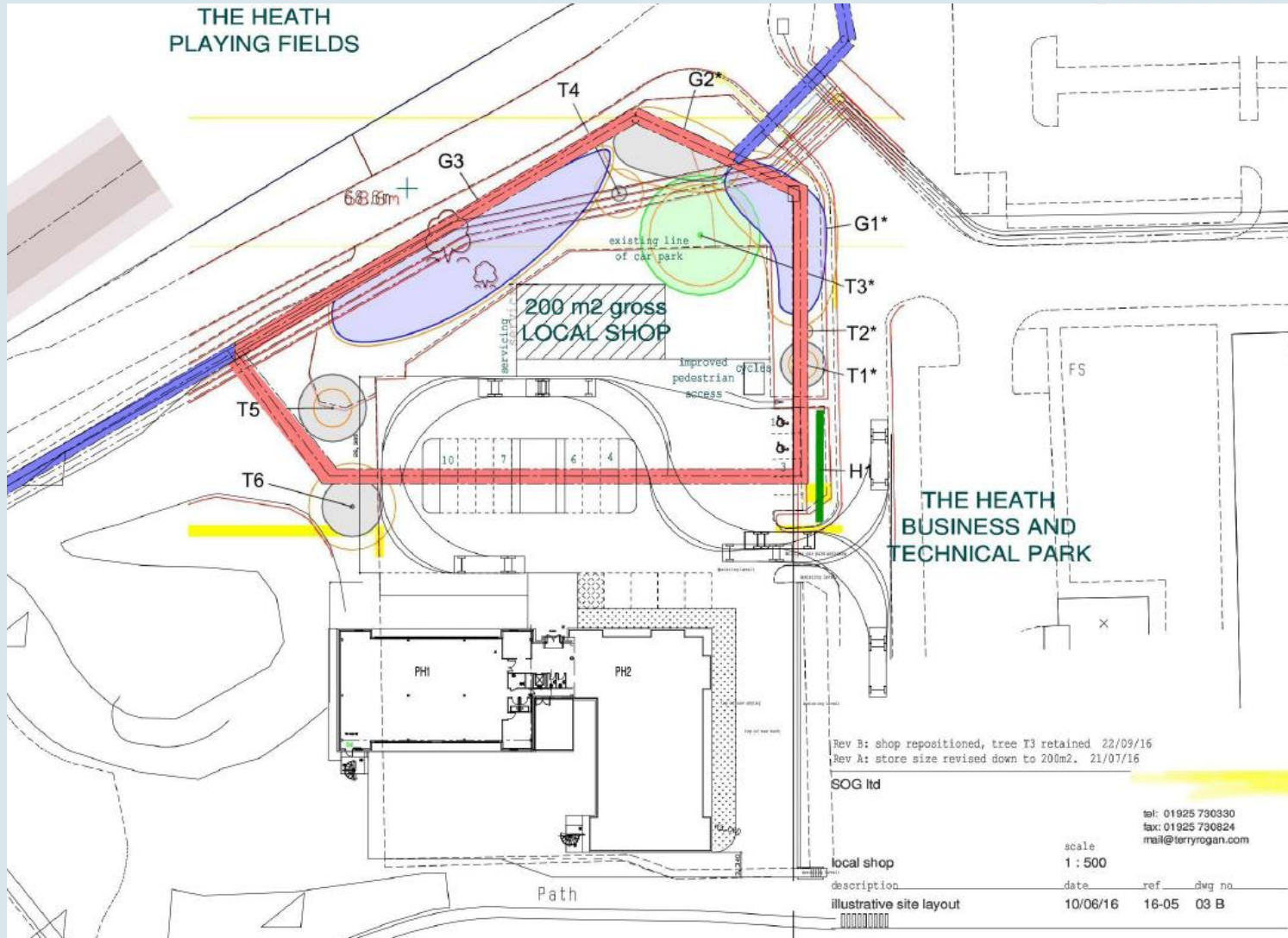
As required by:

- Paragraph 186 – 187 of the National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) (Amendment No.3) Order 2015; and

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.

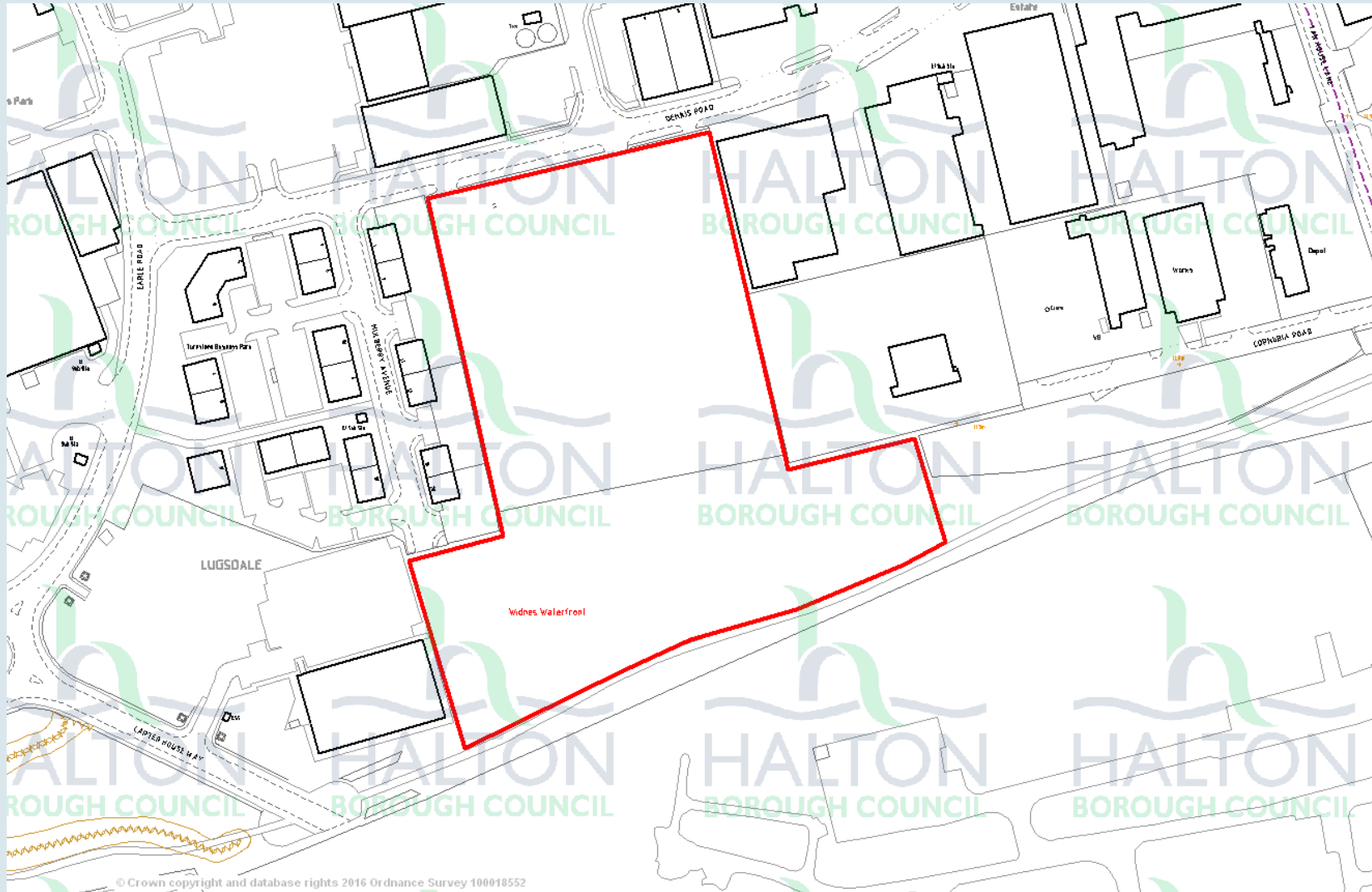


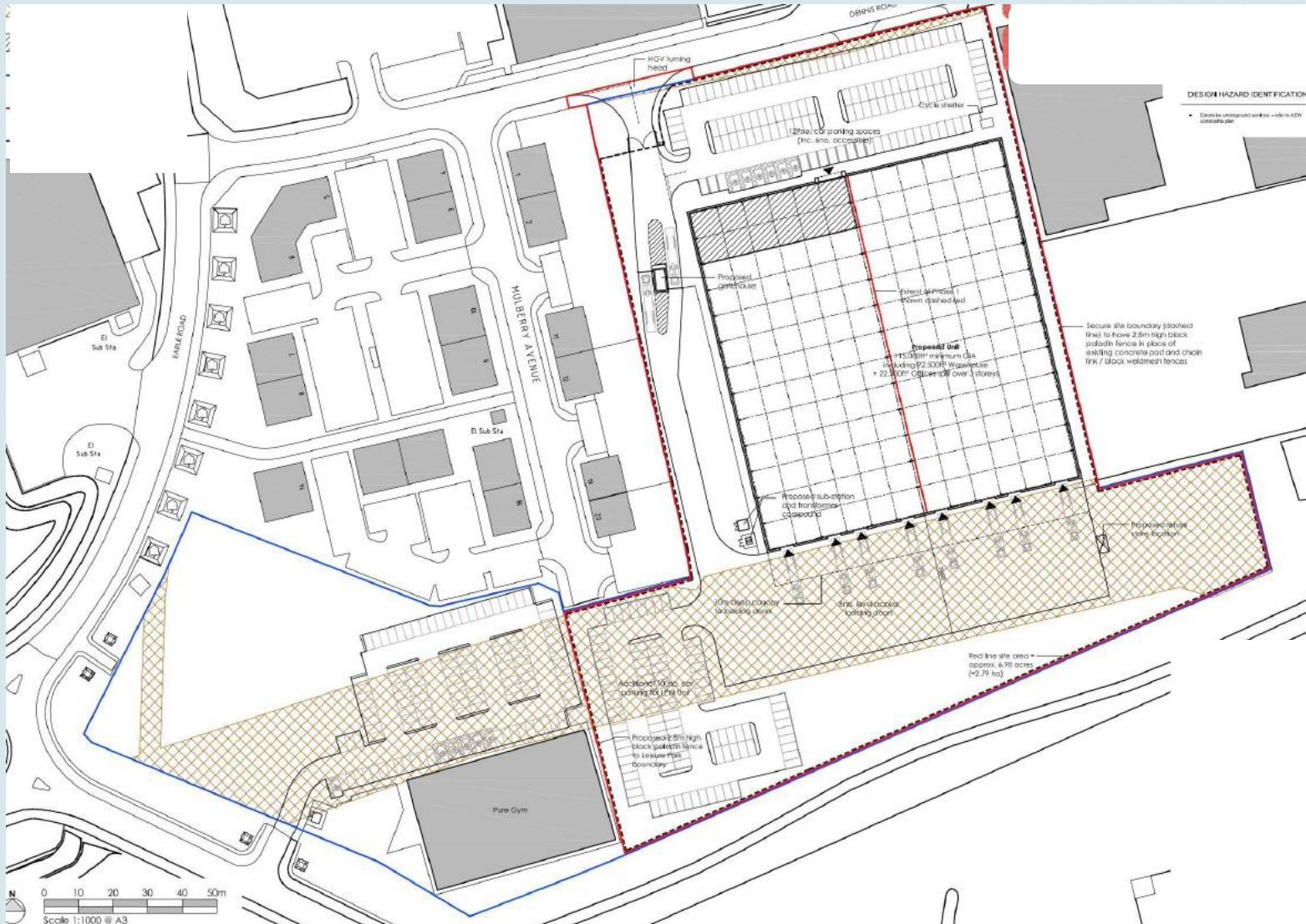


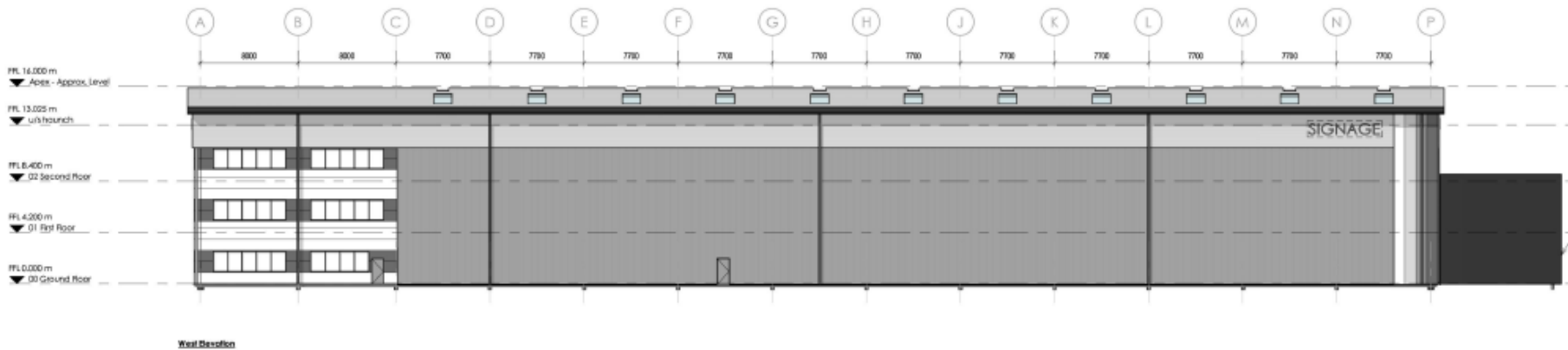
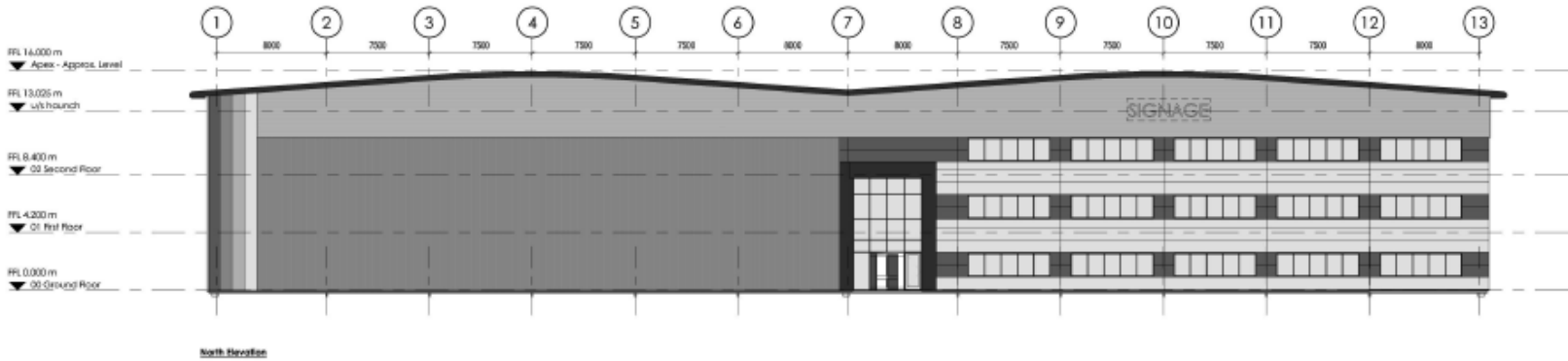


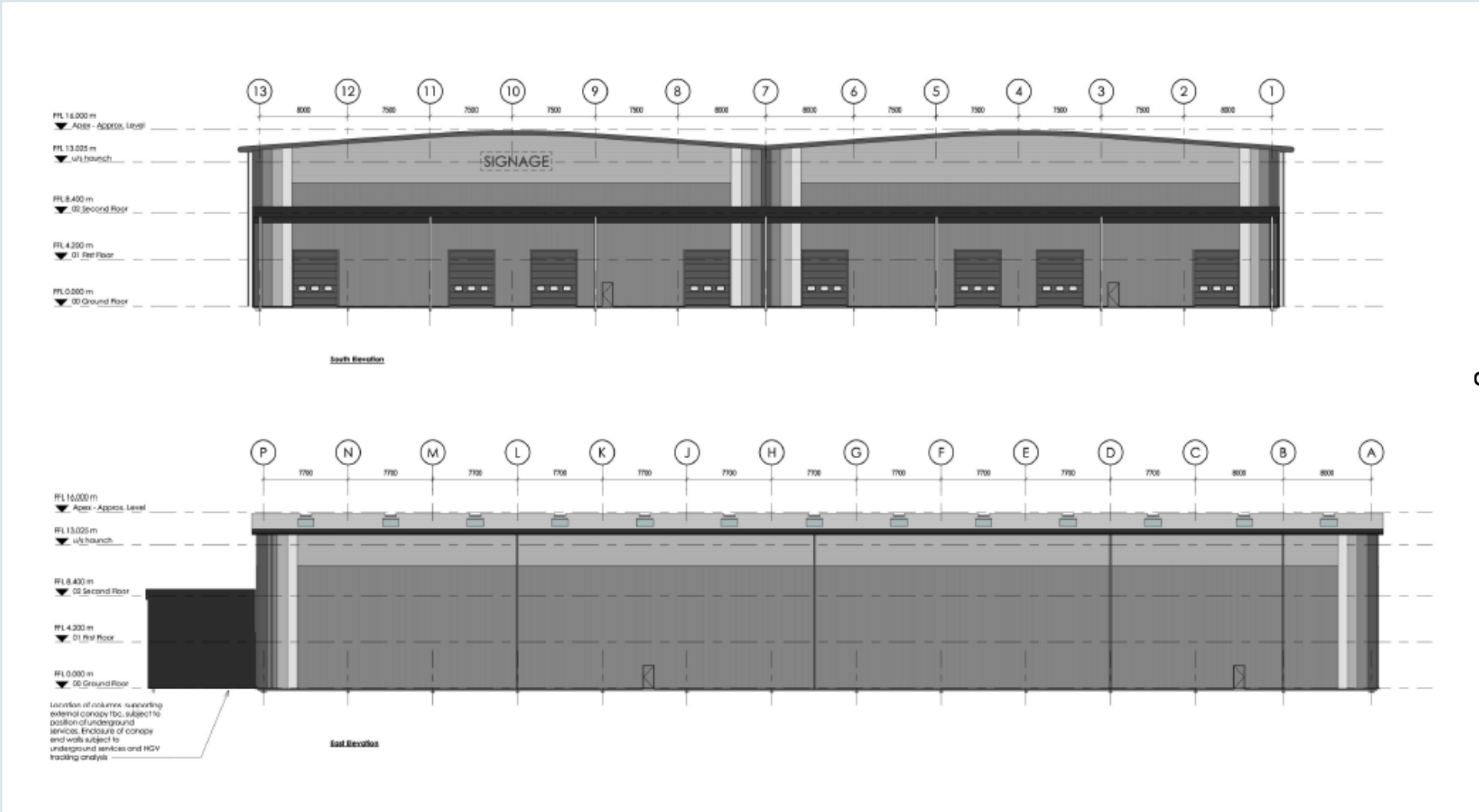


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REPORT TO: Development Control Committee

DATE: 6 December 2016

REPORTING OFFICER: Strategic Director, Enterprise, Community & Resources

SUBJECT: Miscellaneous Items

WARD(S): Boroughwide

The following applications have been withdrawn:

- 16/00330/FUL** Proposed construction of office building (Use Class B1) with associated access, boundary treatments and hard and soft landscaping on land off MacDermott Road, adjacent to Tesco Distribution and Recycling Centre, Widnes, Cheshire.
- 16/00208/COU** Proposed Change of Use of redundant building to 3 no. dwellings including partial demolition and external alterations at Windmill Farm, Windmill Lane, Preston Brook, Cheshire, WA4 4AZ.
- 16/00370/TPO** Application to fell trees preserved by Tree Preservation Order: Fell Sycamore T1, Fell Sycamore T4, Crown reduction of Beech T6 to rear of 83 Weston Road, Runcorn, Cheshire, WA7 4LB.
- 16/00254/FUL** Proposed erection of 1 no. single storey detached dwelling with new vehicular access at 149 Main Street, Runcorn, Cheshire, WA7 2PP.

The following applications have gone to appeal:

- 15/00115/COU** Proposed Change of Use to residential caravan site for up to 8 caravans including the laying of hardstanding and erection of three amenity blocks at Former Ivy House, Marsh Lane, Off Brindley Road, Runcorn, Cheshire, WA7 1NS.

The following Appeal Decisions have been made:

Dismissed

- 16/00163/FUL** Proposed construction of 1 no. detached bungalow suitable for occupation by disabled person(s) (DDA Compliant) with

associated landscaping and access on part of rear garden at 117 Birchfield Road, Widnes, Cheshire, WA8 7TG.

16/00121/FUL Proposed two storey front extension at 24 Seaton Park, Runcorn, Cheshire, WA7 1XA.

15/00108/S73 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 and the variation of condition 5 to allow the stationing of 12 caravans at any time (of which no more than one shall be a static caravan or mobile home) at Land to the South West of Junction between Newton Lane and Chester Road, Daresbury, Cheshire.