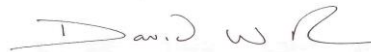


Public Document Pack



Development Control Committee

Monday, 10 April 2017 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, 8 May 2017*

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

Part I

Item No.	Page No.
1. MINUTES	1 - 6
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.	
3. PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	7 - 46

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, 6 February 2017 at The Board Room - Municipal Building, Widnes

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

Apologies for Absence: None

Absence declared on Council business: None

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

Also in attendance: Councillor P. Lloyd Jones and 11 Members of the public

ITEMS DEALT WITH UNDER DUTIES EXERCISABLE BY THE COMMITTEE

	<i>Action</i>
DEV37 MINUTES	
<p>The Minutes of the meeting held on 16 January 2017, having been circulated, were taken as read and signed as a correct record.</p>	
DEV38 PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	
<p>The Committee considered the following applications for planning permission and, in accordance with its powers and duties, made the decisions described below.</p> <p><i>In order to avoid any allegation of bias Councillor R Hignett took no part in the following item and as he had been involved with the scheme on Executive Board.</i></p> <p><i>Councillor Cole entered the room at 1835 hours. As this was part way through the Officers' presentation of the following item, the Council's Legal representative reminded the Committee that Councillor Cole would be unable to participate in the debate or vote on the item.</i></p>	
DEV39 - 16/00451/FUL - PROPOSED DEMOLITION OF THE HALTON ARMS PUBLIC HOUSE AND LINNETS CLUBHOUSE AND THE CONSTRUCTION OF A MIXED	

USE DEVELOPMENT COMPRISING A FOODSTORE (USE CLASS A1); A RETAIL TERRACE COMPRISING UP TO THREE UNITS (USE CLASS A1 / A2 / A3 / D1); A FAMILY PUB RESTAURANT (USE CLASS A4) WITH ANCILLARY MANAGER'S ACCOMMODATION; A NEW CLUBHOUSE (USE CLASS D2); AND ASSOCIATED CAR PARKING, ACCESS, LANDSCAPING AND SERVICING ON LAND OFF MURDISHAW AVENUE AND STOCKHAM LANE, RUNCORN, CHESHIRE

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 and update list, one further representation had been received. It stated that an additional Aldi store was not required and raised concerns over increased congestion and the ability to turn right out of Sutton Park. Also reported were an additional 5 postcard style representations received from the publicity undertaken by Aldi, which were in support of the proposal.

The Committee was addressed by Mrs Marquis-Davies, a local resident of Sutton Park who did not object to Aldi being built but had concerns relating to:

- Noise during the build and after from late night shoppers for example;
- Noise from the public house late at night and during summer;
- Increased volume of traffic and noise;
- Residents opposite the road would be most affected – would the applicant pay for triple glazing on their properties;
- The addition of a path adjacent to the road; this will be noisy;
- Pedestrians will be unsafe crossing a busy road;
- Northwich Road was a problem now and this would be exacerbated by the development; Saltwood Drive was a problem also;
- Traffic lights should operate at the junctions which would reduce the speed of traffic coming from the roundabout; and
- ASB would be encouraged on a development of this type.

George Brown from Aldi then addressed the Committee and explained that the development included – a quality new clubhouse for the Linnets Football Club, a

Marston's Public House which was a respectable family oriented outlet; A *Subway* Shop and *Vets for Pets* outlet. He also made the following comments:

- He confirmed that the Aldi branch on Trident Park was not closing;
- The scheme would create approximately 100 jobs between the outlets for the local population;
- They would be adding 50 trees on the site;
- Improvements to highways would be made – including the widening of the road; alterations to road markings and the inclusion of a pedestrian crossing;
- A noise impact assessment had been carried out with no adverse impact on nearby properties being reported; and
- The Aldi deliveries would be made on the east side of the site, away from residents thus minimising the potential for noise disturbance.

He finalised by saying that the development complied with the necessary planning policies.

Following Members' debate and queries Officers explained the details of the work carried out in the noise impact assessment and added that the Council's Environmental Health Officer had no objections.

In response to the footpath adjacent to the road, Officers advised that this had been removed from the plans and went on to explain the highway improvements, as discussed in the published AB Update List.

With regards to the residents request for triple glazing it was confirmed that the results of the noise impact assessment were that this would not be required.

Further to Members' queries it was confirmed that the Committee could stipulate the hours of trading for the public house but licencing matters were the business of the Regulatory Committee.

A discussion on the three different car parks on the site took place, and concerns were raised regarding the potential for confusion for customers, particularly with the Aldi car park operating a ANPR system and restricting parking to 90 minutes. Officers confirmed that there were 200 spaces for the Linnets Football Club car park and this would allow parking for up to 3 hours. Any deviation from this arrangement and the applicant would have to submit a request to Planning.

After taking the Officer's report and updates into consideration and hearing the representations made, the Committee agreed to approve the application.

RESOLVED: That the application be approved subject to the conditions listed below:

Conditions applicable to all Development Plots

- 1) Time limit – full permission;
- 2) Construction hours (BE1);
- 3) Foul water – (PR16);
- 4) Ecological Mitigation Strategy – tree mounted bat box (GE21);
- 5) Ecological Mitigation Strategy – bird nesting boxes (GE21);
- 6) Breeding birds protection(GE21);
- 7) Tree protection (GE21);
- 8) Pre Commencement inspection of site for badgers (GE21); and
- 9) Waste audit (WM8).

Conditions – Development Plot 1 – New Clubhouse

- 1) Approved plans;
- 2) Facing materials (BE1);
- 3) Hard landscaping and boundary treatments (BE1);
- 4) Soft landscaping (BE1);
- 5) Construction Management Plan (BE1);
- 6) Design of parking and servicing and implementation (BE1);
- 7) Scheme detailing formalised link to the adjacent development (BE1);
- 8) Cycle parking (BE1);
- 9) Car parking management plan (BE1);
- 10) Site levels (BE1);
- 11) Surface water drainage strategy (PR16);
- 12) Drainage management plan (PR16);
- 13) Ground contamination – assessment, remediation and validation (PR14); and
- 14) Lighting scheme (PR4).

Conditions – Development Plot 2 – Foodstore and Retail Parade

- 1) Approved plans;
- 2) Facing materials (B1);
- 3) Hard landscaping and boundary treatments (BE1);
- 4) Soft landscaping (BE1);
- 5) Construction Management Plan (BE1);

- 6) Implementation of parking and servicing (BE1);
- 7) Off-site highways works (BE1);
- 8) Cycle parking (BE1);
- 9) Car parking management plan (BE1);
- 10) Site levels (BE1);
- 11) Surface water drainage strategy (PR16);
- 12) Drainage management plan (PR16);
- 13) Ground contamination – validation (PR14); and
- 14) Lighting scheme (PR4).

Conditions – Development Plot 3 – Family Pub Restaurant

- 1) Approved plans;
- 2) Facing materials (BE1);
- 3) Hard landscaping and boundary treatments (BE1);
- 4) Soft landscaping (BE1);
- 5) Construction management plan (BE1);
- 6) Implementation of parking and servicing (BE1);
- 7) Off-site highway works (BE1);
- 8) Cycle parking (BE1);
- 9) Car parking management plan (BE1);
- 10) Site levels (BE1);
- 11) Surface water drainage strategy (PR16);
- 12) Drainage management plan (PR16);
- 13) Ground contamination – validation (PR14);
- 14) Noise mitigation measures (PR2);
- 15) Electric vehicle charging points first fix (CS19); and
- 16) Lighting scheme (PR4).

DEV40 - 16/00461/FUL - PROPOSED CONSTRUCTION OF TWO STOREY OFFICE BUILDING (USE CLASS B1) WITH ASSOCIATED ACCESS, BOUNDARY TREATMENTS AND HARD AND SOFT LANDSCAPING ON LAND OFF MACDERMOTT ROAD (ADJACENT TO TESCO DISTRIBUTION CENTRE), WIDNES, CHESHIRE

The Committee was advised that his item had been withdrawn by the applicant. Officers informed Members that similar a scheme had been received from the applicant for another plot within the 3MG site (application 16/00061/FUL). As the same policies were applied to the new scheme and the new site had already received outline planning permission, Officers requested that this new scheme be delegated to Officers for a decision. This was approved by the Committee.

RESOLVED: That determination of the new scheme submitted by the applicant be delegated to the Operational Director – Planning, Policy and Transportation, for determination.

DEV41 MISCELLANEOUS ITEMS

The following applications had been withdrawn:

16/00490/HBCFUL

Proposed construction of new park pavilion at Crow Wood Park, Bancroft Road, Widnes, Cheshire.

16/00545/TPO

Proposed single storey rear extension at 76 Heath Road, Widnes, Cheshire, WA8 7NU.

Meeting ended at 7.10 p.m.

REPORT TO: Development Control Committee

DATE: 10 April 2017

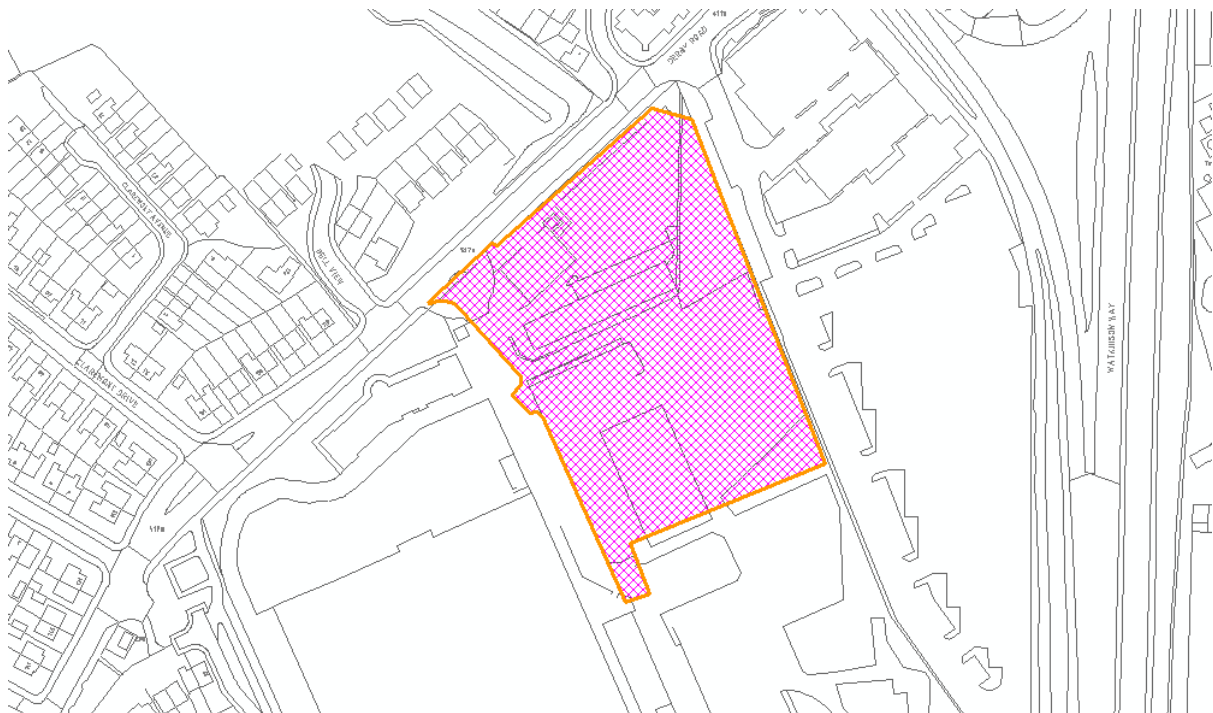
REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

SUBJECT: Planning Applications to be Determined by the Committee

WARD(S): Boroughwide

Application No	Proposal	Location
16/00475/FUL	Proposed erection of retail foodstore (Use Class A1), vehicular parking, servicing areas, access roads, landscaping and associated infrastructure	Part of site of former Eternit UK Ltd, Derby Road, Widnes.
17/00094/FUL	Proposed demolition of existing tallow farm, air lock, electrical and motor stores and replacement with a new raw materials reception building.	SecAnim, Desoto Road, Widnes

APPLICATION NO:	16/00475/FUL
LOCATION:	Part of site of former Eternit UK Ltd, Derby Road, Widnes
PROPOSAL:	Proposed erection of retail foodstore (Use Class A1), vehicular parking, servicing areas, access roads, landscaping and associated infrastructure
WARD:	Farnworth
PARISH:	N/A
AGENT(S) / APPLICANT(S):	Pochin Developments Ltd and Eternit UK Ltd
DEVELOPMENT PLAN ALLOCATION: Halton Unitary Development Plan (2005)	Primarily Employment Area Environmental Priority Area
DEPARTURE	Yes
REPRESENTATIONS:	5
RECOMMENDATION:	Approve subject to conditions
SITE MAP	



APPLICATION SITE

The Site and Surroundings

The eastern part of the former Marley Eternit site fronting onto Derby Road, Widnes. The site is approximately 1.33Ha/ 3.286 Acres which is broadly rectangular in shape. Planning permission remains extant for residential development on part of the wider site to the west. A used car showroom lies to the east and residential development to the north on the opposite side of Derby Road. The site has previously been cleared and capped to make way for potential future commercial development.

Planning History

Planning permission 09/00406/OUT was approved for the proposed construction of industrial units (use class B1 and B2) and hotel (use class C1) up to 9350sq.m. with associated roads, parking and service areas, and landscaping. That permission was renewed by permission 13/00158/OUT but that has now lapsed.

The following planning permissions have been previously approved for the wider site:

09/00407/FUL – Proposed residential development comprising 116 No. residential dwellings, road, open space and all associated works.

09/00493/FUL – Proposed remediation of land by demolition of existing buildings and other structures and infilling with inert and non-inert waste materials

12/00517/FUL - Proposed development of two retail units, a 375m² unit for A1 use class and a 93m² unit for A1, A2 or A3 use class together with associated parking, servicing and site access on part of the site fronting Derby Road.

13/00158/OUT – Application for new planning permission to replace extant planning permission 09/00406/OUT

13/00312/DEM - Proposed demolition of phase one (with phase two to follow by later submission) of industrial buildings on the site.

15/00430/FUL - Proposed residential development comprising 116 dwellings, roads, open space, substation and all associated works

THE APPLICATION

Proposal Description

The application seeks full planning permission for the proposed erection of a retail foodstore (Use Class A1), vehicular parking, servicing areas, access roads, landscaping and associated infrastructure. Access is proposed from Derby Road and will be shared with the adjoining proposed residential development

(15/00430/FUL). The application states that the development is expected to be occupied by Aldi Stores Ltd once completed.

POLICY CONTEXT

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.

Paragraph 14 states that this presumption in favour of sustainable development means that development proposals that accord with the development plan should be approved, unless material considerations indicate otherwise. Where a development plan is absent, silent or relevant policies are out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF; or specific policies within the NPPF indicate that development should be restricted.

The Framework's policies aim to achieve sustainable economic growth, highlighting that 'significant weight' should be placed on the need to support economic growth through the planning system (Paragraph 18).

Paragraph 22 of the Framework states that:

"Planning policies should avoid long term protection of sites allocated for employment use where there is no reasonable prospect of the site being used for that purpose...Where there is no reasonable prospect of a site being used for allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and relative need for different land uses to support sustainable local communities."

The NPPF also requires the application of the sequential approach to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. The sequential test is addressed further under 'Principle of Development'.

Halton Unitary Development Plan (UDP) (2005)

The site is identified as falling within a Primarily Employment Area and Environmental Priority Area in the Halton Unitary Development Plan.

The following National and Council Unitary Development Plan policies and policy documents are of particular relevance: -

BE1	General Requirements for Development
BE2	Quality of Design
BE3	Environment Priority Areas
PR1	Air Quality
PR2	Noise Nuisance
PR14	Contaminated Land;
TP1	Public Transport Provision as Part of New Development
TP6	Cycle Provision as Part of New Development
TP7	Pedestrian Improvement as Part of New Development
TP12	Car Parking
TP14	Transport Assessments
TP16	Green Travel Plans
TP17	Safe Travel for All
TP19	Air Quality
E3	Primarily Employment Area
TC5	Design of Retail Development
TC6	Out of Centre Retail Development

Halton Core Strategy (2012)

CS2	Presumption in Favour of Sustainable Development;
CS4	Employment Land Supply and Locational Priorities;
CS5	A Network of Centres;
CS7	Infrastructure Provision;
CS18	High Quality Design;
CS19	Sustainable Development and Climate Change;
CS15	Sustainable Transport;
CS21	Green Infrastructure;
CS23	Managing Pollution and Risk;
CS24	Waste

Relevant SPDs

Supplementary Planning Documents including those relating to Designing for Community Safety are also considered of relevance.

Joint Waste Local Plan 2013

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

CONSULTATIONS

HBC Highways– No objection
HBC Lead Local Flood Authority – No Objection
HBC Planning & Transport Strategy – No Objection
HBC Open Spaces – No objection

HBC Contaminated Land - No objection
HBC Environmental Health - No objection
United Utilities - No objection
Environment Agency - No objection

REPRESENTATIONS

5 letters of representation have been received in relation to the application. The principal issues raised relate to the following:

- Questioning the number of foodstores in Widnes and that another popular foodstore would help Runcorn Old Town to flourish
- That the planting plans on retail developments are never enforced citing dead trees and plants within car parks. That this represents an opportunity to green Derby Road and that the developer should use as many mature trees as possible.
- Support for the proposals as they will improve the local environment, create economic investment/ job opportunities on a brownfield site. Also offer local shopping without reliance on cars as the site is on good public transport/ walking routes.
- Whilst not opposed to the development concern raised regarding the addition of traffic to Derby Road which is already significantly busier with by-pass traffic causing hold-ups at traffic lights. A typing error within the submission is also highlighted.
- That the consultation process excludes residents who do not have internet access. That the impact of the development adds to existing problems with traffic and localised flooding on Derby Road; That traffic measures have been promised for the Derby Road/ Peelhouse Lane junction but nothing has changed; that a retail store will add to traffic flows considerably on Derby road and ability for existing residents to leave their driveway at rush hour times.

ASSESSMENT

The application seeks full planning permission for the proposed erection of a retail foodstore (Use Class A1), vehicular parking, servicing areas, access roads, landscaping and associated infrastructure. Access is proposed from Derby Road and will be shared with the adjoining proposed residential development (15/00430/FUL). The application states that the development is expected to be occupied by Aldi Stores Ltd once completed.

The site forms part of the of the former Marley Eternit site fronting onto Derby Road, Widnes. The factory is currently being demolished from the central portion of the site and the land being remediated to make way for residential development. The site has previously been cleared and capped to make way for potential future commercial development approved by outline planning permission which has now lapsed. The site remains undeveloped.

Principle of Development

All parts of the site are identified as within a Primarily Employment Area in the Halton Unitary Development Plan, which sought to reflect its former use. The use as a retail foodstore on the site therefore constitutes a departure from Halton's Development Plan. In accordance with the Development Management Procedure Order 2015 the application has therefore been advertised in the local press and by site notice, as a departure. Notwithstanding this, the proposals are not a 'notifiable departure' and, as such, are not required to be referred to the Secretary of State.

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 196 of the NPPF, state that planning is a plan led system. Applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise.

In these circumstances paragraph 22 of the NPPF has particular significance, and therefore significant weight as a material consideration:

"Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."

The site has remained undeveloped for a significant period since its clearance and remediation to make way for potential future commercial development. That is despite the granting of outline planning permission in 2010, the renewal of that planning permission in 2013 and a marketing strategy agreed with the local planning authority.

In accordance with Core Strategy Policy CS4 the applicant has provided a statement regarding the wider employment land situation in the Borough and relative suitability and sustainability of the site for employment and the proposed retail use to support its application. This seeks to justify why the site should be considered for retail use and not safeguarded for employment use.

The submitted statement concludes that:

- *The proposed change of use will not have an adverse impact on employment land supply in the borough. The borough is experiencing low demand for employment development which is confirmed by the lack of demand for the application site;*
- *The site is a suitable location for the proposed use. The site has good accessibility and meets the requirements of the operator. The proposed use is compatible with uses in the wider area;*

- *The proposed development is the best and most deliverable development option that will deliver the regeneration of the application site; and*
- *The proposed development will generate between 30 and 50 jobs and will contribute to the Borough's economic strategy.*

In accordance with NPPF and Core Strategy Policy CS5 the application is supported by a sequential assessment. The size of the store with a floor area of 1,807 sq.m. at falls below the threshold of 2,500sq.m as set by NPPF and 2,000sq.m by Policy CS5. No assessment of impact is therefore required.

The purpose of the sequential test is to guide 'main town centre' uses towards town centre locations first, and then, if no town centre locations are available, to out-of-centre locations, with a preference for accessible sites which are well connected to the town centre. Further advice on applying the sequential test is provided within Planning Practice Guidance.

The submitted test is based on the typical primary catchment which, for a neighbourhood foodstore such as Aldi, is reported to be typically considered a five-minute drive time. In accordance with advice by the Council's Planning and Transport Strategy Officer a number of other sites have been considered for completeness despite falling outside the catchment.

The submitted sequential test concludes that:

"there are no sequentially preferable alternative sites within the catchment that are currently available that would be suitable for the proposed development. All of the sites identified are as either too small to accommodate the development or are either wholly or partially unavailable or are not suitable for the type and scale of development proposed. Accordingly, the proposed development complies with Core Strategy Policy CS5, Saved Policy TC6 and Paragraph 24 of the Framework."

It is noted that the requirement to demonstrate the need for the development as identified within UDP Policy TC6 and Core Strategy Policy CS4 are not consistent with National Planning Policy and are therefore afforded no weight.

The Council's Planning and Transport Strategy Officer has identified a number of minor inconsistencies and questionable statements, however, none are considered substantive or to affect the overall conclusions. On that basis there is no policy objection raised to the proposal.

The wider benefits of the overall development must be balanced as material considerations in determining applications against the designated land use. The site is identified as falling within an Environmental Priority Area in the Halton Unitary Development Plan. Policy BE3 seeks to significantly raise environmental standards in such areas and the proposals could be argued to make a potentially significant contribution in this regard. It provides an opportunity for significant improvement to the area bringing back into beneficial use areas of under-used, contaminated brown field sites in line with

national, regional and local policy. Given the residential nature of surrounding land uses, particularly to the west and Derby Road frontage, the opportunity exists to enhance the character of the area through the development. The availability of an identified potential end-user is also considered to offer a degree of benefit.

It is considered that significant weight can be attributed to the economic, regeneration and employment generation benefits of the scheme. It is considered that such benefits significantly outweigh any harm resulting from the loss of employment land. In this case it is considered that strong justification can be provided that the sacrifice of such an area of potential employment land could be outweighed by the wider benefits of the scheme.

Design, Character and Amenity

The application proposes a single storey food store with monopitch roof to a height of approximately 7.9m. A mix of composite wall and roof cladding, ceramic tile rainscreen and powder coated aluminium framed glazing is proposed. A significant proportion of the elevation fronting Derby Road is given over to glazing. The appearance of the food store would not be dissimilar to other Aldi foodstores found nationwide and as previously approved at Murdishaw, Runcorn.

The site is at a raised elevation in relation to the adjoining car sales business, Derby Road and the existing/ proposed access road. It will also be somewhat raised in respect to levels at the approved adjoining residential housing development with respective finished floor level of the store being up to 2.1m above those residential properties. Whilst some excavation of the remediated site is expected to be required, existing site levels for the development are largely fixed by the existing capping layer which has been installed as part of the remediation of the site.

The building and finished car park and service yard levels will appear elevated in relation to surrounding land and property. A relatively steep embankment is shown up to the car park at the front of the site with Derby Road and retaining walls are shown to the base of the embankments fronting the access road from Derby Road and the adjoining car sales use. Given the underlying contamination and cost of removal it is considered that any development will inevitably appear elevated. Such impact must therefore be balanced against the benefits of the scheme and its alternative where that the site remains potentially undeveloped and in its current state. The applicant has provided indicative construction details which demonstrate how the proposed finished floor level has been established with minimum construction depth predominantly on top of the existing current capping layer. Site sections drawings have also been provided and it is considered that significant efforts have been made to minimise the finished floor and site levels and therefore the visual and amenity impacts of the scheme. The site and finished floor level of the proposed building have been defined within the application and can be secured by condition.

Separation distances between the proposed building and surrounding existing and proposed residential properties are considered to offer a good degree of mitigation in terms of visual, privacy and amenity impacts. A query has been raised with the applicant regarding the potential for nuisance to be caused by vehicle headlights shining into the windows of surrounding residential properties and what measures could be employed to minimise or mitigate such potential risk. Members will be updated on the outcome of ongoing discussion in this regard.

The scheme is considered to provide an opportunity to provide a quality of development which would significantly improve the quality of the site and make a positive contribution to the character of the area. The proposals are considered to be compliant with Policies BE1 and BE2 of the Halton Unitary Development Plan and Core Strategy Policy CS18.

Highways and Parking

The scheme is shown to be accessed off Derby Road with a revised access for the proposed development which will be shared to serve the proposed adjoining residential development.

Car parking is predominantly shown to the front of the store fronting Derby Road. The store would be serviced from a service yard via a loading bay (comprising a self-levelling dock) towards the rear of the store. This is accessed by a separate, service vehicle only access from the internal shared service road. It is indicated that the Aldi store will receive a maximum of approximately three to four HGV deliveries per day plus a single delivery from a local milk supplier.

In accordance with UDP Policy TP14 the application is supported by a Transport Assessment. The Transport Assessment concludes that, having regard to the consent for a mixed use development on the site, the proposed development would not have any significant impact on the local highway network. It is acknowledged that there exists a highway capacity issue relating to the Derby Road/ Farnworth junction. A financial contribution commensurate with that provided in relation to the Phase 1 and 2 residential developments, has been agreed by the developer. This will be secured by Unilateral Undertaking currently being prepared by the applicant. The remainder of the outstanding contributions for works to mitigate these capacity issues will be expected to be borne by the future development of the remaining commercial land. Notwithstanding the acknowledged capacity issues with that junction a detailed scheme of junction and other highway improvements has yet to be agreed by the Council.

The application as originally submitted raised a number of critical and technical issues relating to junction design and internal highway layout and design. The application has undergone numerous iterations but has now been amended in line with officer advice. These amendments have included alterations to the location and design of the access to the foodstore car park to improve safety and to give priority to traffic exiting the adjoining residential

development. Amendment has also been made to the design of embankments down to Derby Road and the principal access road.

Of particular note, there have been amendments to the junction design of the access road with Derby Road. These have included a reduction in the radius of the junction kerb lines to reduce traffic speeds and to shorten the pedestrian crossing distances at the junction and to provide improved cycle and pedestrian links to the site. Members should be aware that these amendments result in a conflict with the approved design secured by condition attached to the planning permission for the adjoining residential development (15/00430/FUL). The residential developer has been made aware of the proposed change and raises no objection. It is considered that such technical conflict can be resolved through the Highways approval process and by a future non-material amendment application to that planning permission.

The application proposes provision of 167 parking spaces which represents an overprovision based on maximum standards within the Halton Unitary Development Plan. The applicant has sought to justify this based on efforts to ensure that the operation of the proposed food retail unit does not give rise to any issues in respect of the blocking of the primary site access road, or the main access into the residential development site, as a result of retail customers' parking.

With respect to public transport provision it is noted that there is currently no bus service to Derby Road. There are however bus stops within 400m in accordance with UDP Policy TP1 on Lunts Heath Road and Peel House Lane.

On this basis the Councils Highways Engineer has confirmed that no highway objections are raised, subject to conditions.

Trees and Ecology

The Councils Open Spaces Officer has confirmed that there are no Tree Preservation Orders in force at this site and the area does not fall within a designated Conservation Area. As such it is considered that there are no tree related constraints associated with the proposal. No ecological report has been submitted. Since the site was remediated and a capping layer installed grass and scrub have started to develop. With the ongoing demolition and works to the adjacent site, and the timescales involved since this site was originally cleared, it is however advised that plant and animal communities of significance would not have had time to develop.

The Council's Open Spaces Officer has confirmed that all works should comply with current bird nesting legislation but that no objections are raised in these regards.

Flooding and Drainage

The site is not considered to be at risk from flooding. The site area is however in excess of 1 Ha and a Flood Risk Assessment (FRA) has therefore been produced for the scheme to ensure that the development itself does not add unduly to run-off rates and potential flooding in the wider area. On that basis the Council's Officer acting as Lead Local Flood Authority (LLFA) has confirmed that they raise no objections in principle. A number of queries have been raised with respect to technical drainage details and to demonstrating the capacity for surface water from the site to be drained by infiltration. Additional information has been supplied by the applicant in this regard and an updated response is awaited by the LLFA. Members will be updated accordingly.

Noise

The application is supported by a Noise Impact Assessment including an assessment of construction, operational, fixed plant, HGV deliveries and car park noise. The assessment has also considered the potential impact with respect to proposed new residential properties on the adjoining land as well as existing properties.

An updated noise report has been prepared regarding noise from deliveries proposed to be from 5am. The report indicates that noise levels from the development including deliveries will have a 'negligible' impact on existing and proposed dwellings in the area. On the basis of this revised report the Council's Environmental Health Officers have confirmed that they would have no objection to the proposed development and the applicant's request for deliveries to be permitted between 05:00 and 23:00 hours on any day of the week. Delivery hours can be controlled by appropriately worded planning condition.

Contamination and Site Remediation

The application relates to parts of the former Turners Asbestos Cement works. The works manufactured a wide range of asbestos containing cement products from 1916 up until 1999. As much of the operations on site pre-dated most environmental restrictions and controls there is a high risk of contamination that could have an adverse impact on the proposed developments. The presence of asbestos poses a potential risk during the redevelopment process itself.

The following report has been submitted in support of the application and reviewed by the Council's Contaminated Land Officer;

- Geo-environmental site assessment. Proposed foodstore development, Derby Road, Widnes. Ref 11-099-r1. E3P Ltd. August 2016.

It is advised that the report presents a sound summary of the site history with reference to contaminative uses, namely the former asbestos cement works

and subsequent non-asbestos building materials manufacturing works. It also discusses the detailed contamination assessment and subsequent remedial works completed as part of a previously permitted phase of redevelopment and site preparation.

The site is underlain by variable thicknesses of made ground that is typically impacted by the presence of asbestos and asbestos containing materials (wastes from the former manufacturing plant used to infill the former Bower's Brook valley). All surface and near surface features were removed and levelled and a geo-textile marker layer installed across the site which was in turn covered with a clean, 200mm thick cover layer of crushed concrete or sandstone. As such the site in its current format does not pose an unacceptable risk as the site is effectively sealed by the cover layer. It was always envisaged that this would be a temporary measure whilst complete redevelopment was brought forward, creating a more robust and permanent surface treatment to which the proposed scheme would contribute.

The redevelopment is to be implemented without significant disturbance or breaking of the cover layer, with the exception of the necessary piling to support the planned structures. The piling should utilise a method that does not result in materials being brought to the surface, e.g. pre-cast driven piles and this can be secured by suitably worded planning condition.

There is an acknowledgement that excavations will be necessary to facilitate the construction of the goods in bay which needs to be lowered to secure appropriate level access for the loading bay and potentially for water, electric etc service runs which need to be at depth. Given the limited nature of these excavations it is considered that such works can be carried out subject to a specific working method in order to minimise any exposure risks. It is considered that such a method statement can be secured by appropriately worded planning condition.

The Council's Contaminated Land Officer has queried the potential suitability of the site for soakaway drainage and that it is not clear whether there are other contaminants that could be leached into Bower's Brook or the Principal Aquifer. The applicant has supplied evidence to demonstrate that the site is capable of accommodating drainage based on infiltration and that will pose no unacceptable degree of risk to controlled waters and the wider environs. The Environment Agency has confirmed that they have previously provided detailed technical advice to the applicant in respect of controlled waters for the wider former Marley Eternit works and, based on the proposed remedial works outlined within the previous reports, are satisfied that the proposed remedial actions will enable any potentially unacceptable risks to controlled waters to be adequately addressed and mitigated during the re-development of the site. They have advised that final validation of those remedial works is required. It is considered that this can be secured by appropriately worded planning condition.

The Council's Contaminated land Officer and the Environment Agency raise no objections, subject to appropriate planning conditions.

Summary and Conclusion

The application seeks full planning permission for the proposed erection of a retail foodstore (Use Class A1), vehicular parking, servicing areas, access roads, landscaping and associated infrastructure.

It is considered that a sustainable argument can be made for allowing the loss of employment land for the proposed use in this case and that sufficient evidence has been provided with respect to the suitability of the site through the submitted sequential assessment.

Issues surrounding ground contamination and the safe development of the site have been subject to particular attention. Through ongoing discussions, amendment to the scheme and additional submission Council Officers are satisfied that this can be achieved without undue risk of escape of fibres and risk to human health. Where incursion into underlying contamination is unavoidable it is considered that appropriate protection methods and controls can be achieved to provide the necessary assurances. Members also need to be aware that the developers and any remediation specialists will also be subject to a significant number of wider legislative controls relating to asbestos and the control of pollution and health and safety of workers. Whilst a number of matters and queries remain outstanding it is considered that these can be dealt with by way of response by the applicant and members will be updated as required.

The scheme is considered to offer an opportunity for significant improvement and regeneration of the area as well as securing a number of wider economic benefits. It is considered that the requirements and aspirations of national, regional and local policy can be met and that all outstanding matters can be satisfactorily resolved and/ or secured by condition.

RECOMMENDATION:

The application be approved subject to the following:

- a) a legal or other appropriate agreement relating to financial contributions towards off site highway improvements.
- b) Conditions relating to the following:
 1. Specifying amended/ approved plans.
 2. Conditions relating to ground investigation and mitigation (PR14)
 3. Environment Agency conditions relating to submission and agreement of remediation verification report. (PR14)
 4. Environment Agency condition relating to restriction on piling or other penetrative foundation design without prior written consent (PR15)
 5. Requiring submission and agreement of detailed foundation design (PR14)
 6. Materials condition, requiring development be carried out as approved (BE2)

7. Hard landscaping condition, requiring development be carried out as approved.(BE2)
 8. Requiring submission and agreement of detailed soft landscaping scheme (BE2)
 9. Boundary treatments requiring development be carried out as approved. (BE2)
 10. Cycle Parking condition, requiring development be carried out as approved.(TP6)
 11. Restricting store delivery and waste collection times to 05:00 – 23:00 on any day (PR2)
 12. Restricting store opening hours to 08:00 - 22:00 Monday - Saturday and 09:00 - 18:00 Sunday.
 13. Requiring submission and agreement of detailed surface and foul drainage (BE1/ PR16)
 14. Condition requiring submission and agreement of a detailed Construction Management Plan including routing of construction and delivery vehicles and wheel cleansing facilities. (BE1)
 15. Construction and delivery hours to be adhered to throughout the course of the development. (BE1)
 16. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/ commencement of use. (BE1)
 17. Finished floor and site levels condition requiring development be carried out as approved. (BE1)
 18. Submission and agreement of site specific risk assessments/ detailed method statement for any/ all areas of excavation that will penetrate the capping layer (PR14)
 19. Requiring Development be carried out in accordance with the approved FRA and mitigation measures (PR16)
 20. Requiring submission and agreement of retaining wall details (BE1)
- c) That if the S106 Agreement or alternative arrangement is not executed within a reasonable period of time, authority be delegated to the Operational Director – Policy, Planning and Transportation in consultation with the Chairman or Vice Chairman of the Committee to refuse the application.

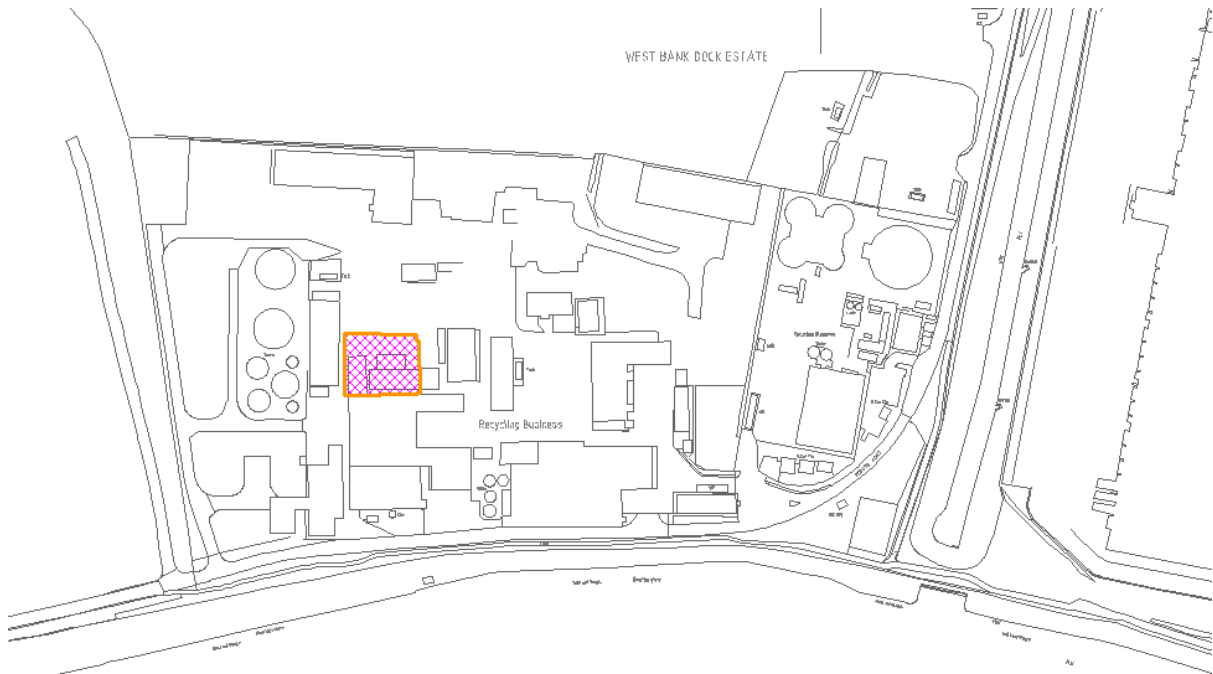
SUSTAINABILITY STATEMENT

As required by:

- Paragraph 186 – 187 of the National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) Order

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:	17/00094/FUL
LOCATION:	SecAnim, Desoto Road, Widnes
PROPOSAL:	Proposed demolition of existing tallow farm, air lock, electrical and motor stores and replacement with a new raw materials reception building.
WARD:	Riverside
PARISH:	N/A
CASE OFFICER:	Glen Henry
AGENT(S) / APPLICANT(S):	SecAnim Ltd
DEVELOPMENT PLAN ALLOCATION:	
Halton Unitary Development Plan (2005)	Primarily Employment Area Potential extent of the Ditton Strategic Rail Freight Park Coastal Zone Developed 3MG Key Area of Change
DEPARTURE REPRESENTATIONS:	No
REPRESENTATIONS:	None
RECOMMENDATION:	Approve subject to Conditions.
SITE MAP	



1. APPLICATION SITE

1.1 The Site and Surroundings

Areas within existing SecAnim (formerly PDM Granox) industrial complex at Desoto Road, Widnes

1.2 Planning History

Numerous earlier planning permissions granted for extensions and/ or alterations. Planning permission 12/00516/FUL was previously approved as outlined under 'Background' below.

1.3 Background

SecAnim Limited is proposing to construct a new raw material reception building (for Category 1 Animal By-Products). The proposed building will replace the existing raw materials handling building ("The Plaza") which does not meet modern standards.

Planning permission 12/00516/FUL was previously approved for the proposed erection of a portal framed building for raw materials reception along with new tallow farm and new vehicle wash facility to replace existing facilities. That planning permission lapsed prior to implementation. The current application seeks a valid planning permission to resurrect the raw materials reception building albeit larger and subject to relatively minor design variation, but excludes the replacement tallow farm and originally approved external vehicle wash facilities. The applicant has confirmed that the current tallow farm is still in partial use however, some of the existing smaller tanks are being relocated in order to allow the demolition of the remainder of the old tallow farm. The existing vehicle wash onsite is for multi category. It is the intention that the new lorry wash areas within the proposed building will be for Category 1 carriers only whilst the existing external lorry wash will remain for Cat 3.

2. THE APPLICATION

Proposal Description

The existing Raw Material Building ("The Plaza") does not meet modern standards and a new building is therefore required. The new building will provide improved containment as raw material vehicles will tip directly into dedicated enclosed hoppers.

The new Raw Materials Reception Building (RMR) is to form part of a phased refurbishment of the existing RMR and process for Category 1 Animal By-Products (ABPs). The proposal also includes for the demolition of a small stores building together with removal of existing tallow tanks and associated equipment.

The proposed development consists of a new raw material reception building to be constructed adjacent to the existing Plaza building. In order to do this it is first necessary to demolish the existing tallow farm which currently sits within the footprint of the proposed building. Future plans propose to refurbish/ rebuild the existing Plaza Building to modernise the existing Category 1 processing plant which may require future application for planning permission.

Vehicles will enter the new raw material reception building via high speed doors and tip directly into hoppers. The hoppers will be lidded and will only be allowed to open once the vehicle is within the building and the vehicle doors are closed. Once the vehicle has tipped into the hoppers the lids will close. The material within the hoppers will then be crushed and pumped to the existing process lines.

The site is currently authorised to process Category 1 and Category 3 animal by-products. This is carried out in separate buildings. The Category 3 processing plant was a new installation in 2009 and this proposal seeks to replace the existing Category 1 raw material reception building to meet the much improved standards of the Category 3 plant (defined later under 'Legislative Background Information').

The footprint of the proposed Raw Materials Reception Building is 44m x 39m providing approximately 1716m². The previously approved Raw Materials Reception Building was 42m x 30m providing approximately 1260sq.m. The floor area of the proposed Raw Materials building is sized to give adequate space for the hopper pit plus floor space for ancillary equipment such as crushers etc. In front of the hoppers is a standing area for HGVs to back up and manoeuvre within the building. The proposed building also has space for 2 internal lorry wash facilities either side of the proposal.

2.1 Documentation

The planning application includes the relevant forms and plans, a Design and Access Statement and Site Investigation Report

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.

Paragraph 14 states that this presumption in favour of sustainable development means that development proposals that accord with the development plan should be approved, unless material considerations indicate otherwise. Where a development plan is absent, silent or relevant policies are out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF; or specific policies within the NPPF indicate that development should be restricted.

Halton Unitary Development Plan (UDP) (2005)

The site is identified as a within a Primarily Employment Area, Potential Extent of the Ditton Strategic Rail Freight Park and Developed Coastal Zone 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;
- GE30 The Mersey Coastal Zone;
- PR1 Air Quality
- PR3 Odour Nuisance
- PR14 Contaminated Land;
- E5 New Industrial and Commercial Development

Halton Core Strategy (2013)

The following policies within the adopted Core Strategy are considered to be of particular relevance:

CS2: Presumption in Favour of Sustainable Development

CS8: 3MG

CS23: Managing Pollution and Risk

Joint Waste Local Plan 2013

WM8 Waste Prevention and Resource Management

WM9 Sustainable Waste Management Design and Layout for New Development

Relevant SPDs and Other Considerations

The Council's Design of New Industrial and Commercial Buildings Supplementary Planning Document is also of relevance.

4. CONSULTATIONS

4.1 Natural England – No Objection in principle

4.2 Health and Safety Executive – Does not advise on safety grounds against the granting of planning permission in this case.

4.3 Merseyside Environmental Advisory Service – Formal Comments Awaited

4.4 HBC Highways– No Objection in principle

5. REPRESENTATIONS

No letters of representation have been received in relation to this application.

JUSTIFICATION

Legislative Background Information

The applicant is authorised to process Animal By-Products (ABPs). Health rules regarding animal by-products which are not intended for human consumption dictate that ABPs be categorized into specific categories which reflect the level of risk they pose to public and animal health.

The process of rendering (regardless of ABP category) produces two distinct finished products; meat and bone meal (MBM) and tallow. These are produced following a crushing, evaporation and separation process where the protein (MBM) and fat (tallow) are produced according to a quality specification. The outlets for these products are dependent on which category Animal By Products have been processed to produce them. In summary, these categories are as follows:

Category 1 material is comprised mainly of entire bodies and parts of animals derived from animals which are suspected of being infected with a TSE (transmissible spongiform encephalopathy) or animals which are killed in the context of TSE eradication measures. It also comprises those parts of animals which are most likely to contain the TSE agent (e.g. brain, spinal cord). Category 1 material is defined as posing the highest risk and all meal and tallow produced from rendering this material must be disposed of by incineration.

Category 2 material is comprised mainly of animals and parts of animals which have been declared unfit for human consumption and animals that have died but have not been killed for human consumption or for disease control purposes. Category 2 material is defined as posing a medium risk and is normally downgraded to Category 1 status and thus the products of rendering must also be disposed of by incineration. It cannot be upgraded to Category 3 status.

Category 3 material is comprised mainly of carcasses and parts of animals which are slaughtered and passed fit for human consumption but are not intended for

human consumption for commercial reasons. The majority of Category 3 material comes from slaughterhouses, meat cutting plants and butchers shops. Category 3 material is defined as posing the lowest risk and the meal and tallow produced from rendering is primarily used for the manufacturing of petfood, biodiesel and organic fertilizers.

The Existing Processes

The site currently processes Category 1 and Category 3 ABPs in separate plants. The Category 3 plant was a completely new installation in 2009. As well as new processing equipment the plant included a fully enclosed raw material receiving hopper. This was a significant improvement on the previous situation whereby raw materials were tipped onto the floor and then loaded by mechanical shovel into the raw material crushing system. New processing and evaporation equipment also improved odour capture and containment and significantly reduced fugitive odour emissions within the building. This, in turn, according to the applicant has reduced the odour loading to the chemical scrubber which extracts building air and treats it prior to discharge to the atmosphere.

The Category 1 process is currently comprised of two plants (No.1 plant and No.2 plant) served by a common raw material reception building (The Plaza). Currently, Category 1 ABPs are delivered to site and off-loaded in the Plaza Building. Vehicles discharge their contents directly onto the floor and these are loaded by a mechanical shovel into the raw material crushing system and pumped to No.1 and No.2 plants. The air extracted from these two plants is treated by chemical scrubbing towers before discharge to the atmosphere.

The proposals seek to upgrade the Category 1 process to meet the much improved standards achieved with the Category 3 plant.

ASSESSMENT

Design and Visual Impact

The new Raw Materials Building consists of a portal framed clad structure within the core area of the existing industrial complex. The building will have composite clad wall / roof areas. Roof lights and windows and vehicle and personal doors will be provided around the roof/ facades. The proposed building is 44m x 39m providing approximately 1716m². The building scales at approximately 15.6m high.

The proposed building and plant are considered of a scale, character and materials consistent with earlier modernisation and redevelopment phases at the site. The majority of the scheme will be substantially screened by existing buildings and plant when viewed from the adjoining Mersey Estuary and by a new meal store previously approved by planning permission (12/00026/FUL) when viewed from the adjoining Ditton Strategic Rail Freight Park development. All will be viewed in the context of the wider industrial complex. The proposed, more modern buildings and plant will also act to screen and soften some of the older and more utilitarian plant which will remain within the site and which is currently

visible from the road and rail bridge approaches. As such, it is considered that the proposed modernisation could only be viewed as a significant improvement. Exact details of the materials can be controlled and secured through appropriate conditions.

Odour

The construction of a new raw material reception building includes fully enclosed hoppers with interlocked lids which will only open once high speed vehicle doors are closed. This will significantly improve odour containment and capture effectively acting as an airlock compared to the existing situation whereby raw material is tipped onto the floor. The new raw material bins and building will be vented to an odour treatment scrubber. At present there is no extraction system linked directly to the Plaza building where raw material is tipped directly onto the floor. Containment of raw material within sealed bins reportedly allows odorous air to be treated with increased efficiency of the odour abatement systems. More modern plant and buildings will also reduce the potential for fugitive odour release thereby improving odour treatment beyond the site boundaries.

Ultimately, the new processing equipment which will be installed in the refurbished Plaza building once the new raw material building is commissioned will reportedly also provide significant benefits in terms of reduced odour generation. This will have a direct positive impact on the odour loading to the chemical scrubbers and odour levels released beyond the boundary.

Highways, Parking and Servicing

The scheme proposes significant modernisation of existing plant and facilities at an existing industrial complex. The proposals are for modernisation of existing facilities and are not considered likely to result in additional vehicle movements. It is considered that adequate provision is made for parking and servicing with regards to the development site itself and on that basis no objections are raised on Highway grounds.

Contamination

The site is known to be contaminated and a Site Investigation Report has been submitted to support the application. Whilst the Council's Environmental Health Officers have confirmed that additional investigation and analysis is required, no objection is raised in principle and it is considered that this can be adequately secured by condition.

Ecology

The site is within 300m of a number of Mersey Estuary designated sites. Whilst detailed comments from the Council's retained adviser are awaited at the time of writing comments were previously supplied in relation to the lapsed planning permission 12/00516/FUL. Those comments acknowledged that a number of mitigation measures could be put into place to mitigate potential impacts with respect to drainage, contamination and noise. On that basis they advised that,

subject to securing those mitigation measures by way of appropriately worded planning condition, there was limited potential for the development to impact on protected species. They also advised that the proposal did not warrant a detailed Habitats Regulations Assessment report. As stated, detailed comments are awaited with respect to the current application. Members will be updated accordingly.

Waste

The proposal involves construction activities and policy WM8 of the Joint Merseyside and Halton Waste Local Plan (WLP) applies. This policy requires the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste. Policy WM9 is also of relevance with respect to the provision of on-site waste storage and management. Whilst detailed comments from the Council's retained adviser are awaited these matters are normally resolved by future submission secured by suitably worded planning condition. Members will be updated accordingly.

CONCLUSIONS

This application proposes a new raw materials handling facility at an existing industrial complex. The proposed buildings and plant will be set within the context of the existing substantial industrial complex and considered to represent a significant overall improvement and modernisation of the existing facility both in terms of visual improvement and reducing odour. The overall objectives of Supplementary Planning Guidance, the Halton Unitary Development Plan, the Core Strategy and other policy guidance are considered to be met within the proposed submission. The proposals are considered to accord with the National Planning Policy Framework offering a good quality of development suited to the character of the wider area and as such are recommended for approval.

RECOMMENDATIONS

Approve subject to conditions.

CONDITIONS

1. Specifying approved plans
2. Materials condition, requiring the submission and approval of the materials to be used (BE2)
3. Construction Management Plan including wheel cleansing facilities to be submitted and approved in writing. (BE1)
4. Construction and delivery hours to be adhered to throughout the course of the development. (BE1)
5. Vehicle access, parking, servicing etc to be constructed prior to commencement of use. (BE1)
6. Requiring finished floor and site levels be carried out as approved. (BE1)

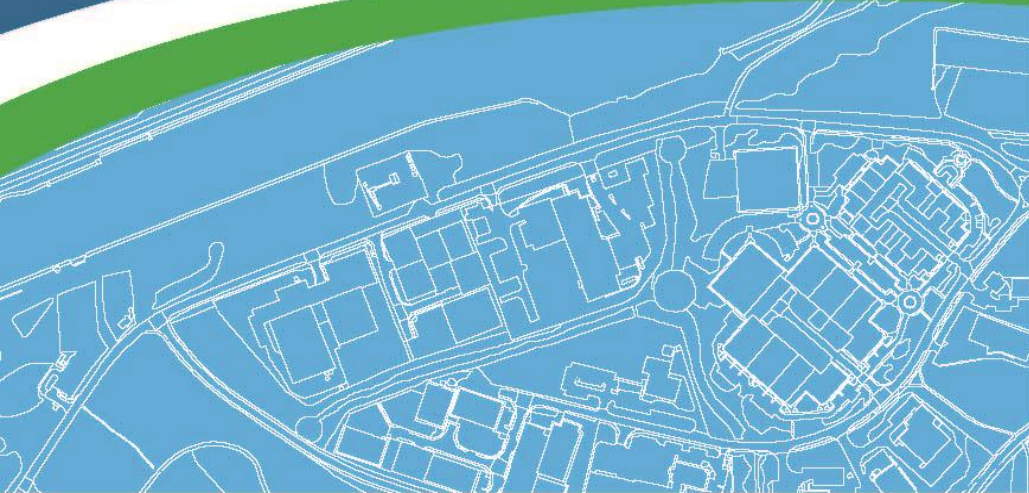
7. Site investigation, including mitigation to be submitted and approved in writing. (PR14)
8. Restriction of external lighting (PR4)
9. Securing provision of high speed access doors and interlocked raw materials hopper lids (PR3)
10. Requiring submission and agreement of noise mitigation measures to be employed during construction/ demolition activities (GE18)

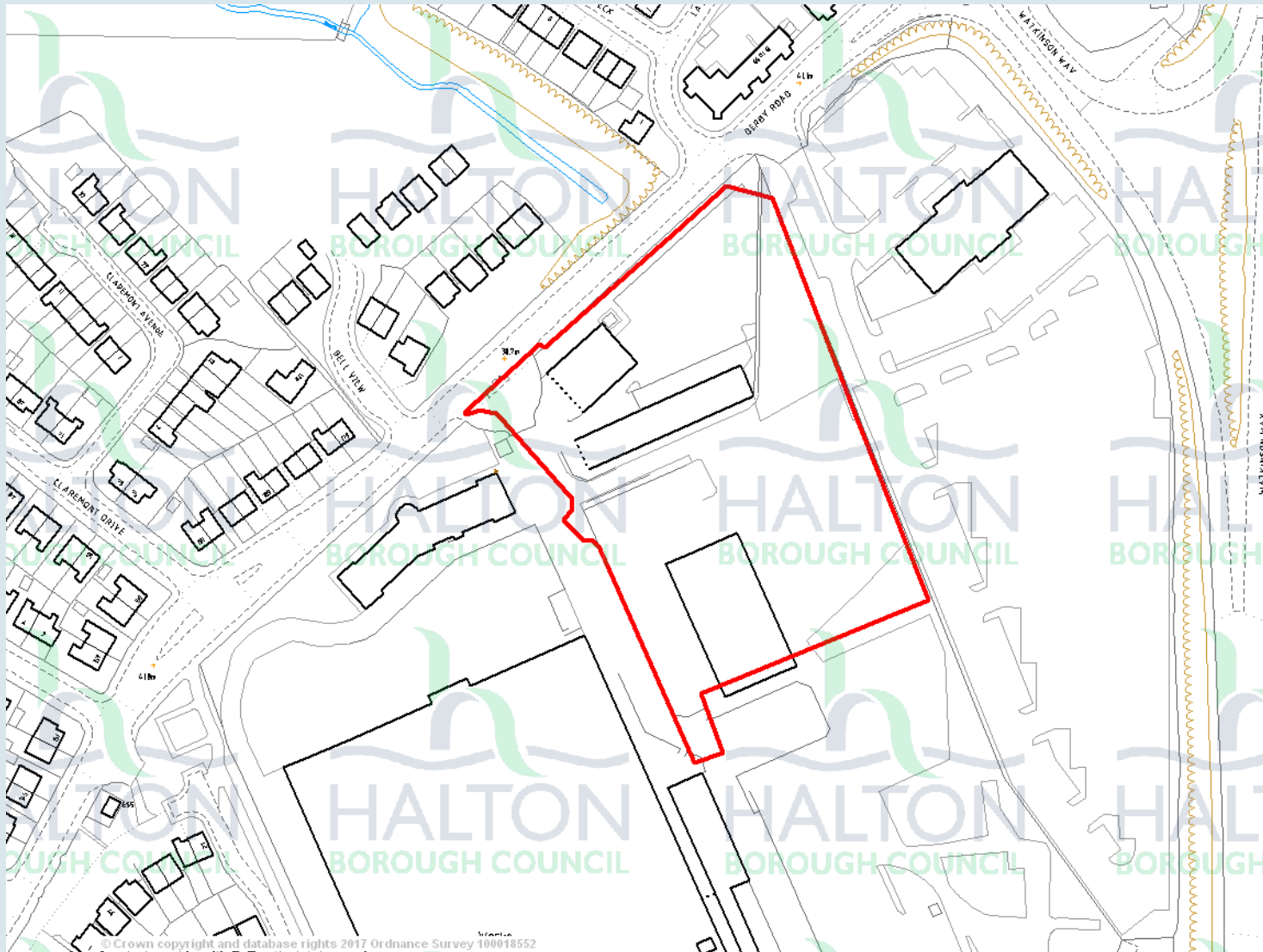
SUSTAINABILITY STATEMENT

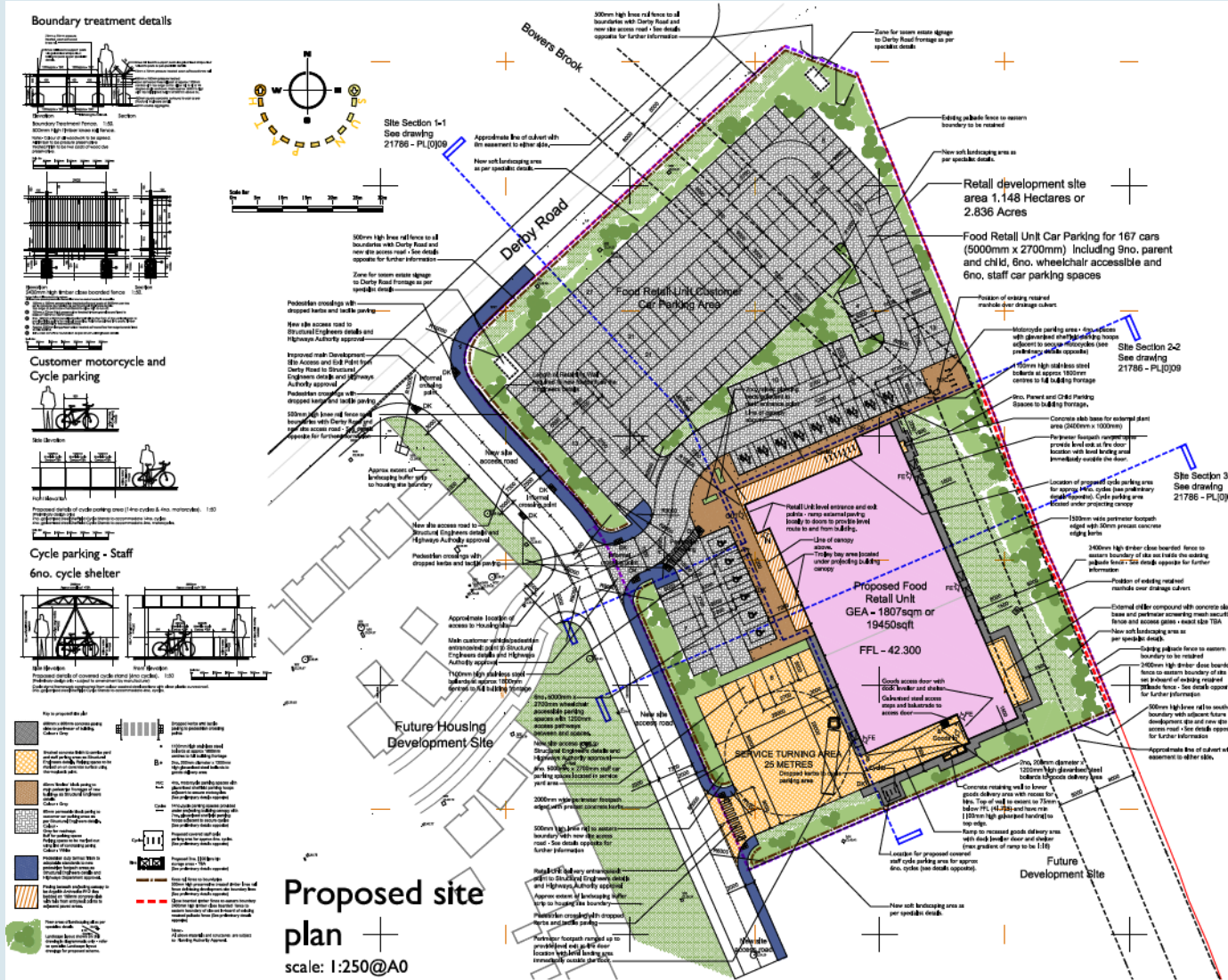
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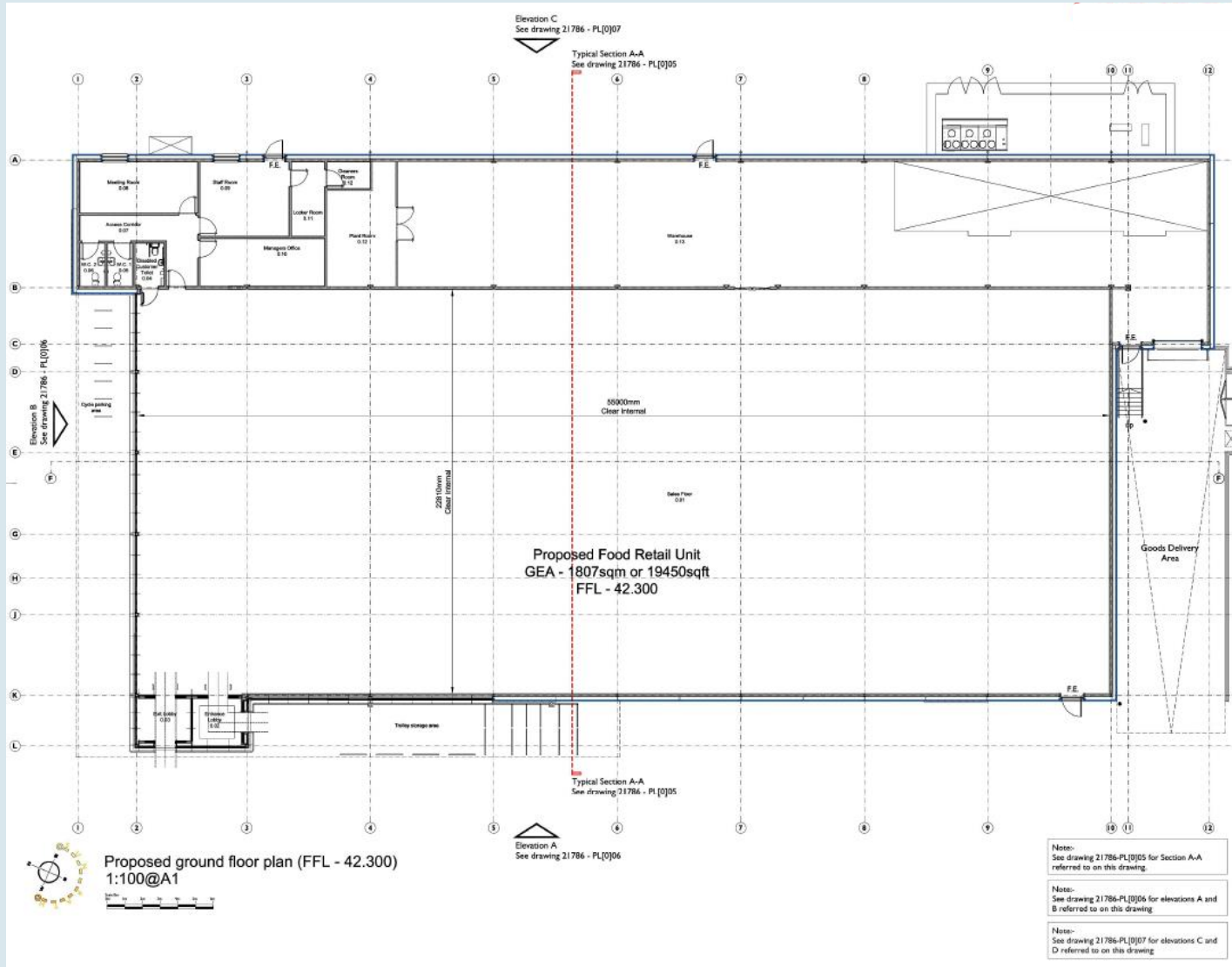
- Paragraph 186 – 187 of the National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) Order.

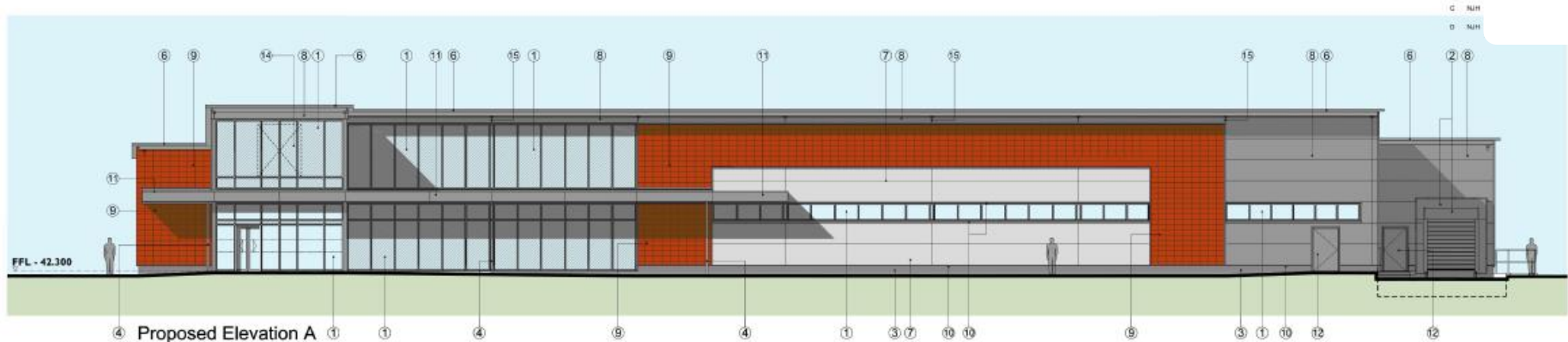
This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.



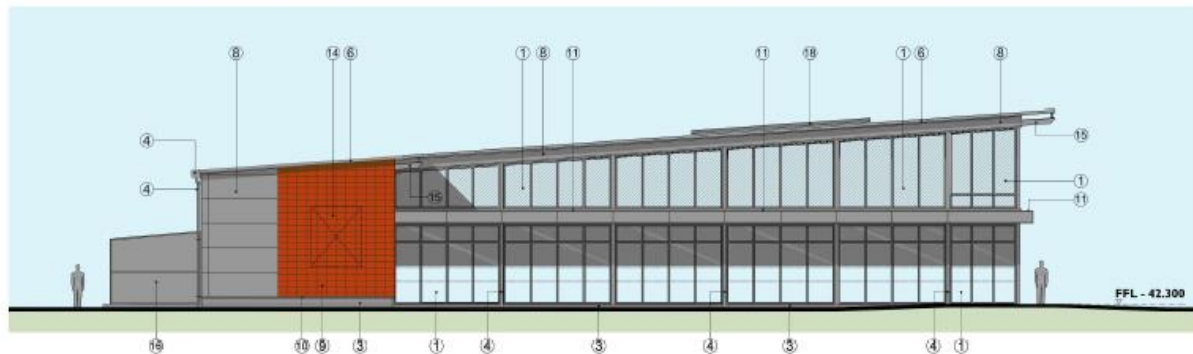








Proposed Elevation A
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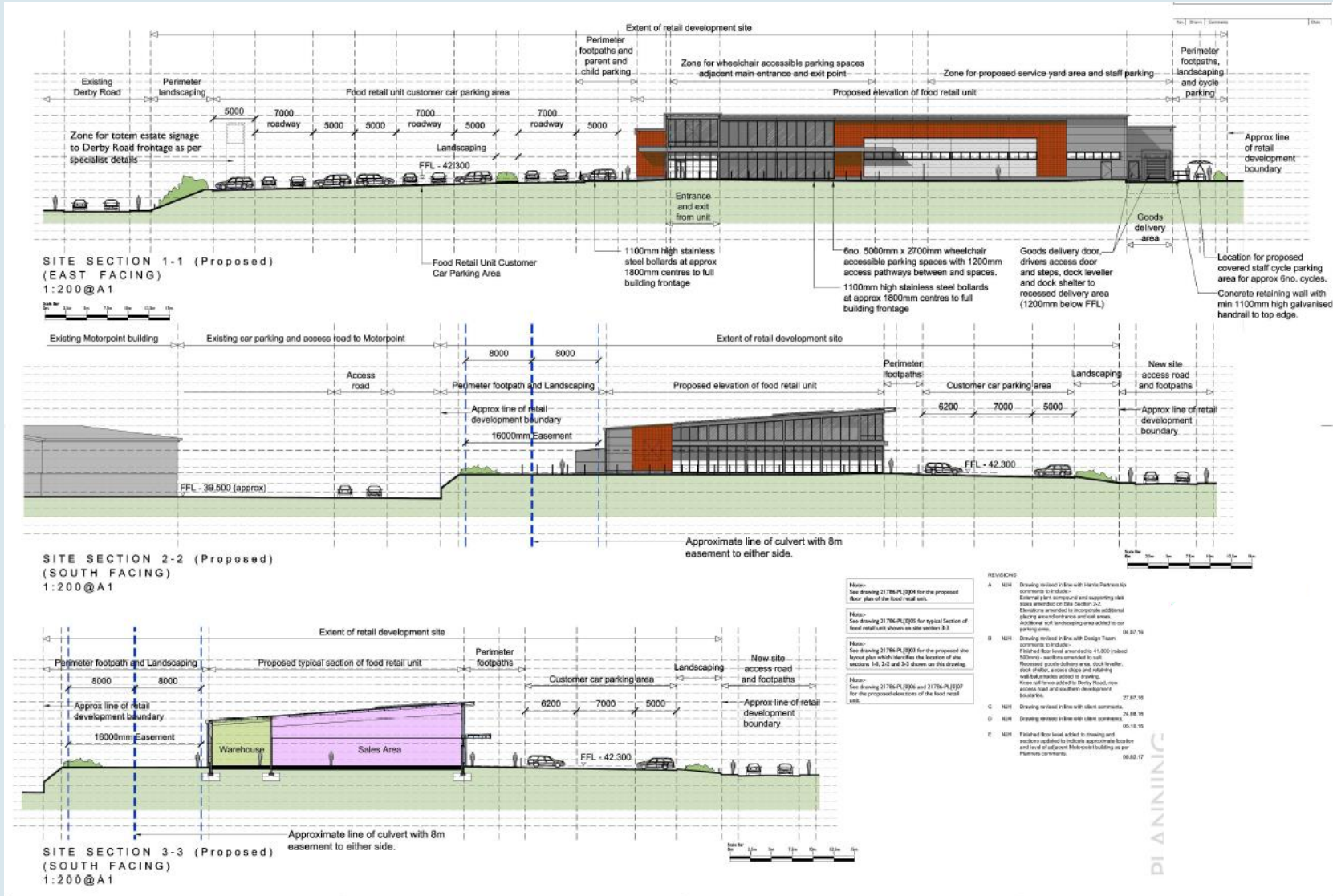


Proposed Elevation B
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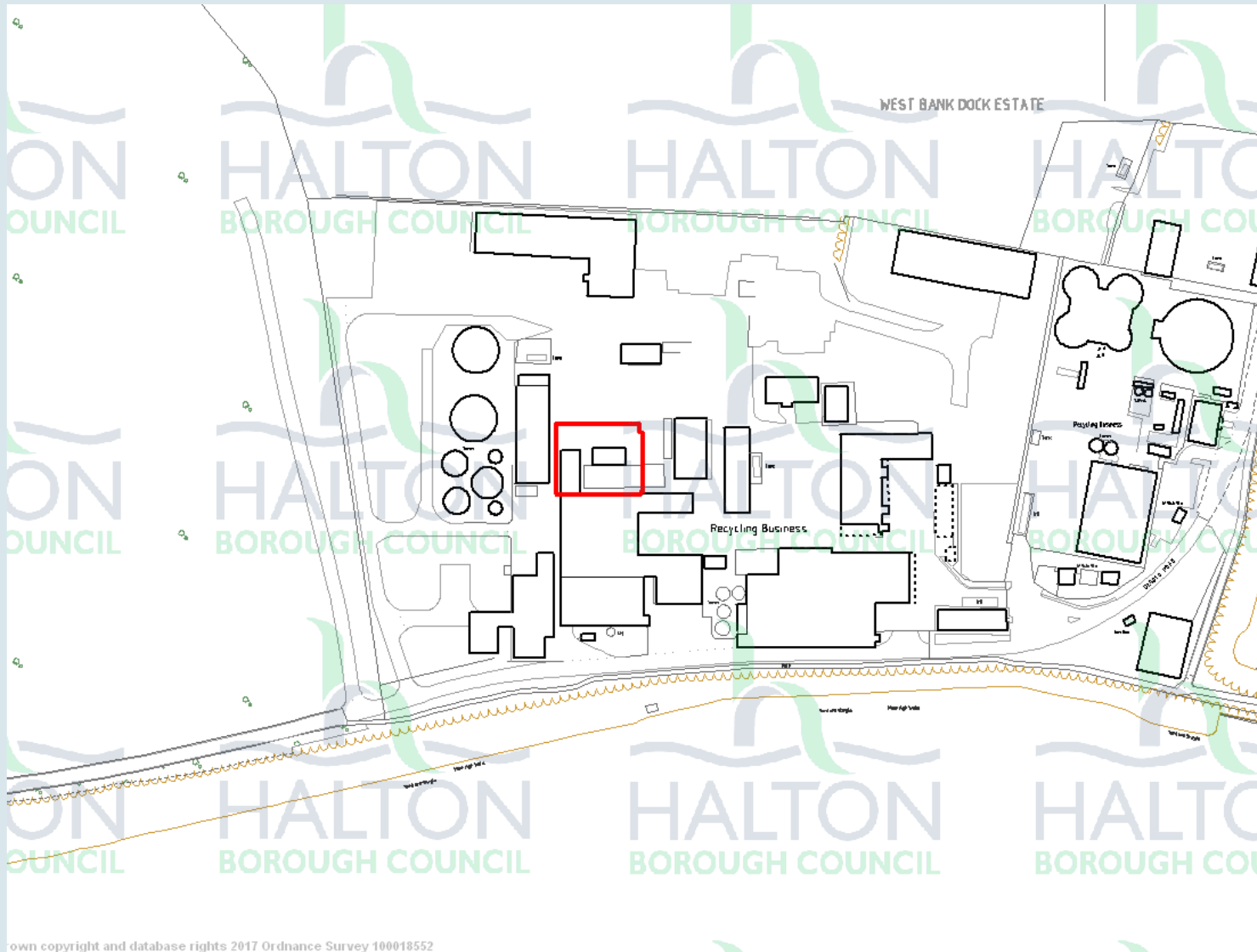
- Key to material materials (Refer to table on page 36)**
- 1 Powder coated double glazed aluminium window frames, including front windows and sliding door units with clear and low-E glass. Internals - Dark Grey (RAL 7016). Externals - Dark Grey (RAL 7016). Glazing to have laminated glass internally and toughened glass externally - TBC.
 - 2 Powder coated insulating horizontal aluminium window frame. Internals - Dark Grey (RAL 7016). Externals - Light Grey (RAL 9002).
 - 3 Facing main body submark Type - Brickwork (to match with Tarmac) F14 outdoor masonry.
 - 4 Colour coated aluminium perforated sheet (pale and dark) horizontally. Colour - Dark Grey (RAL 7016).
 - 5 Kingspan K1000000 expanded concrete roofing panels. Colour - Dark Grey (RAL 7016).
 - 6 Colour coated aluminium perforated sheet. Colour - Dark Grey (RAL 7016).
 - 7 Kingspan K1000000 expanded concrete flat roof panels (BC) horizontally. Colour - Silver (RAL 9006).
 - 8 Kingspan K1000000 insulated composite flat roof panels (BC) horizontally with pre-formed corners where required. Colour - Dark Grey (RAL 7016).
 - 9 Kingspan Rockwool Kunter panel with Kingspan Battsmax vapour membrane system fixed to base on non-insulated slabs. Colour - Natural Red.
 - 10 Colour coated aluminium building and frame to composite wall system. Colour - Dark Grey (RAL 7016).
 - 11 Colour coated aluminium finished composite flat roof panels to match and profile of projecting canopy above shop front opening. Colour - Dark Grey (RAL 7016). Frame - Dark Grey (RAL 7016). Colour - White - (RAL 9010). Colour - Dark Grey (RAL 7016). Colour - Dark Grey (RAL 7016) TBC.
 - 12 Insulated steel faced sandwich wall panel with thermal emergency exit door. Colour - Dark Grey (RAL 7016).
 - 13 Powder coated double glazed aluminium frame with corner assembly and silicon seal. Colour - Dark Grey (RAL 7016). Externals - Dark Grey (RAL 7016).
 - 14 Glazing to have laminated glass internally and toughened glass externally.
 - 15 Assembly area which shall be fixed externally with colour coated steel roof purlins to prevent access. Colour - Dark Grey (RAL 7016).
 - 16 Possible location of building fixed structure (subject to steelwork being confirmed).
 - 17 Proposed external self-support structure - all edges of roof to be internally finished with non-combustible sheets to have air to bleed. Colour - Dark Grey (RAL 7016).
 - 18 Colour coated structural mesh steel supported by steel. Colour - Dark Grey (RAL 7016).
 - 19 240mm x 150mm concrete slab for external plant installation.
 - 20 Zone for approx 200kg solar panels. See to composite roof panels.
 - 21 40 columns are subject to Planning Authority Approval.

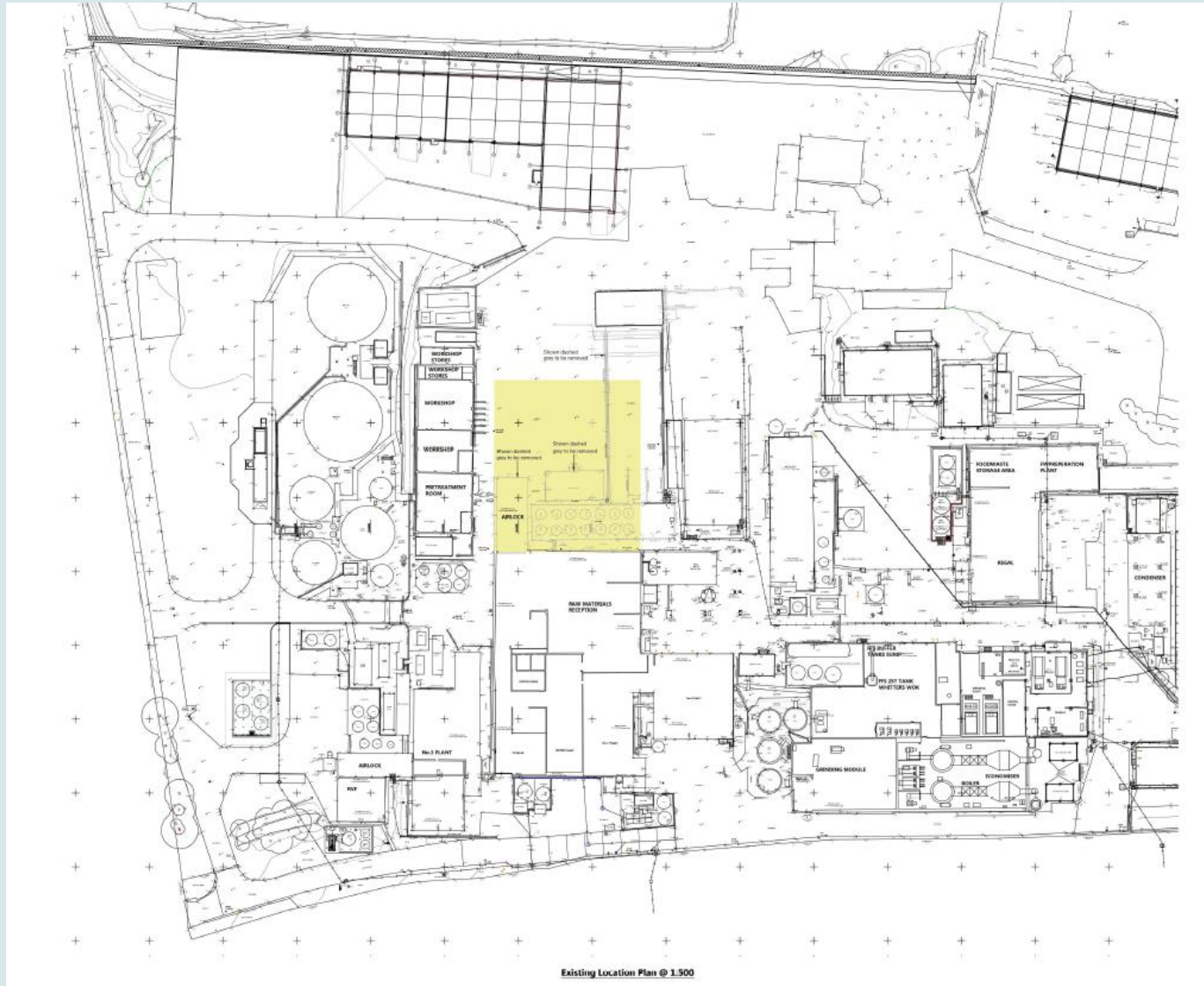
Note:
See drawing 21786-PL10105 for Section A-A referred to on this drawing.

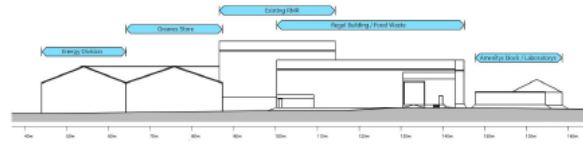
Note:
See drawing 21786-PL10104 for the proposed



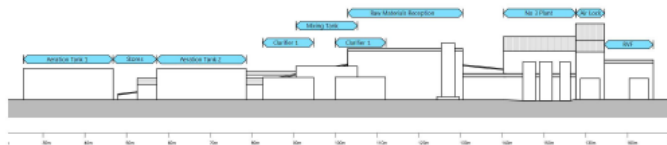




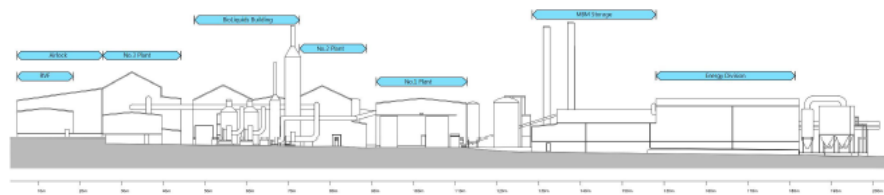




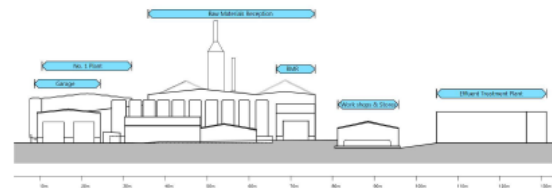
Existing East Facing Elevation
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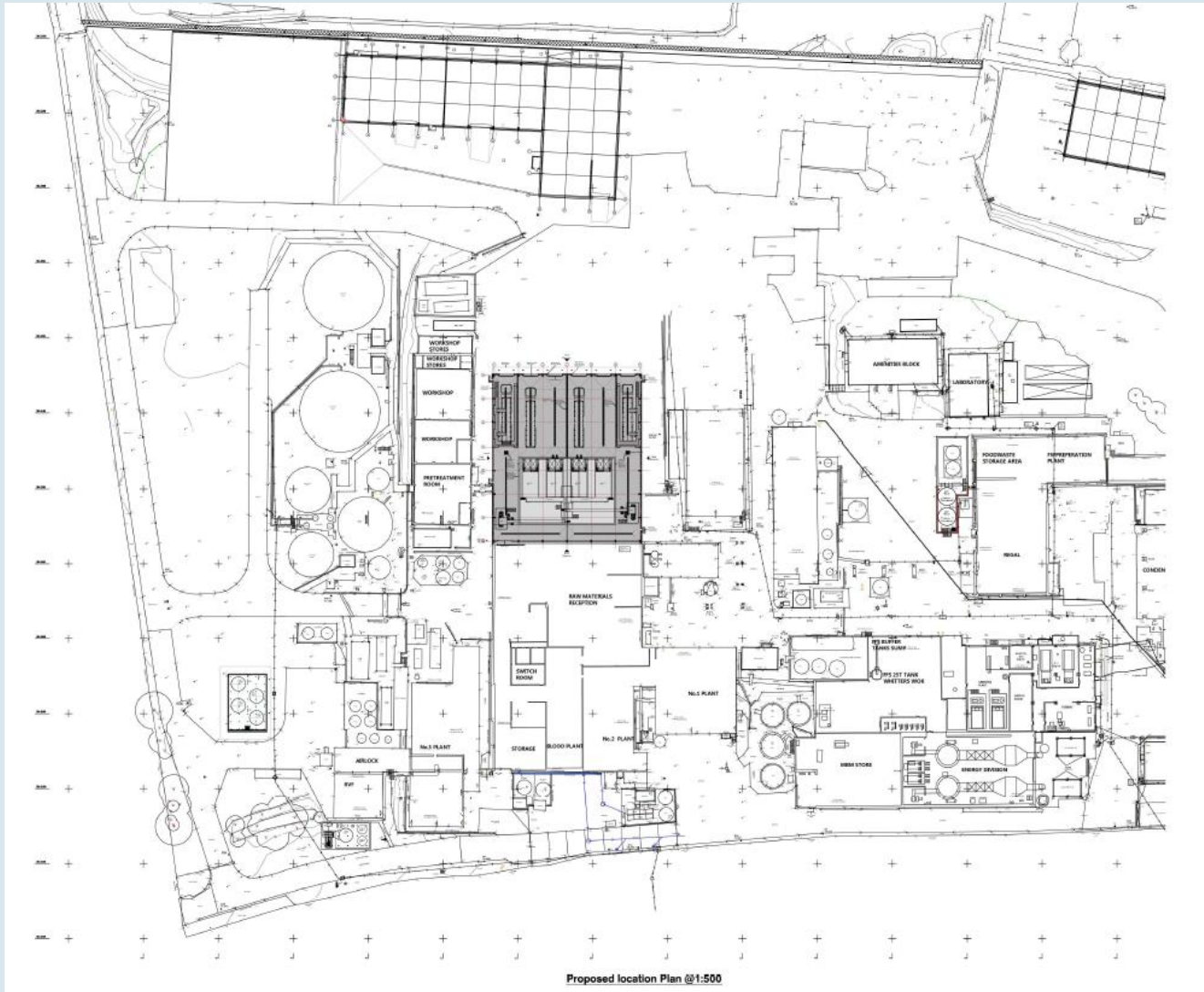
Existing West Facing Elevation
@ 1:500

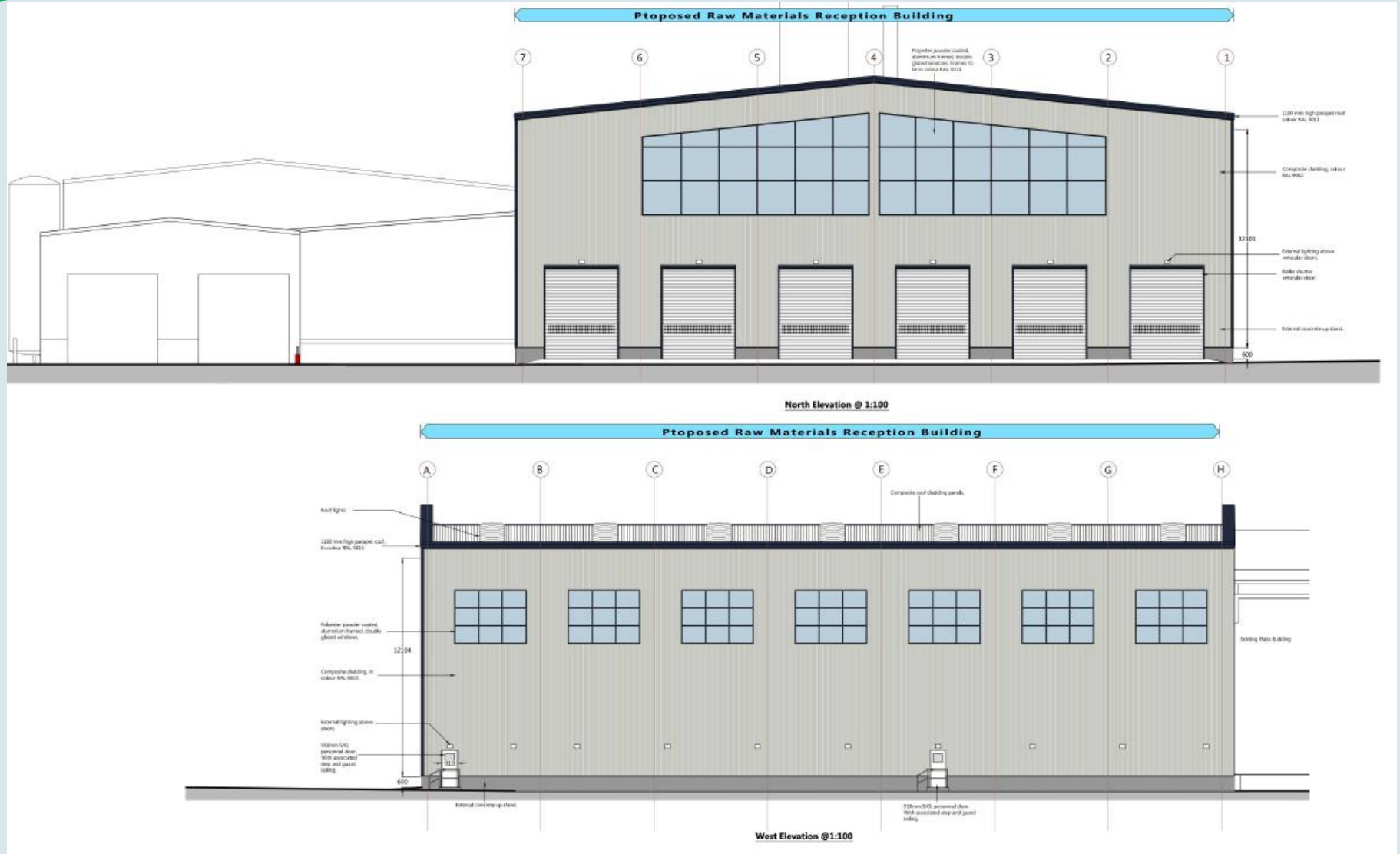


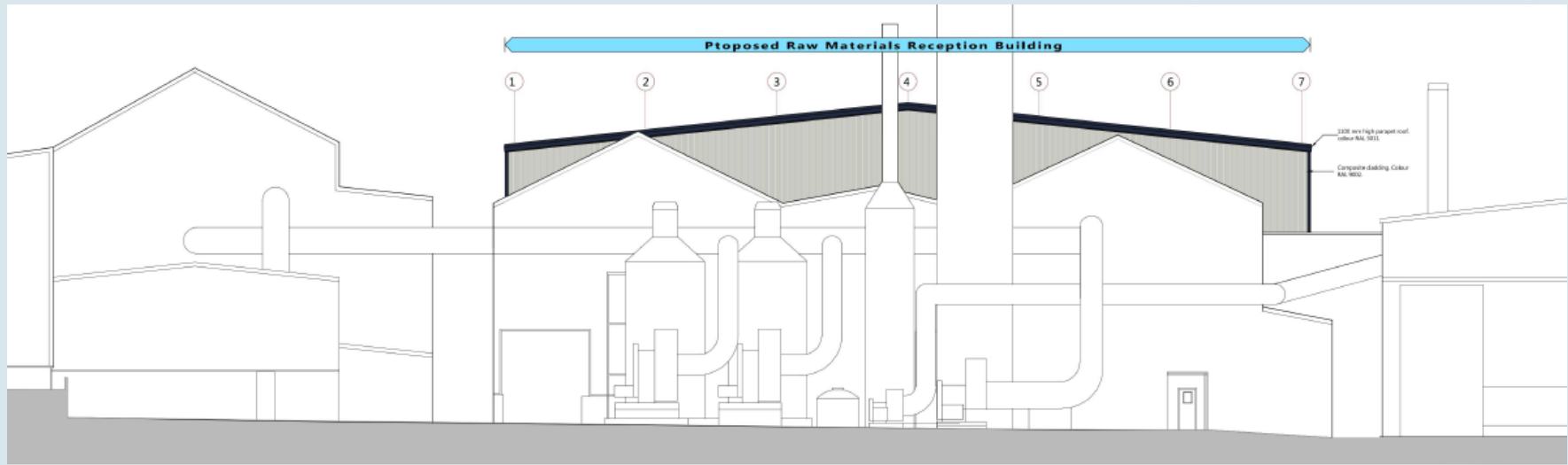
Existing South Facing Elevation
@ 1:500



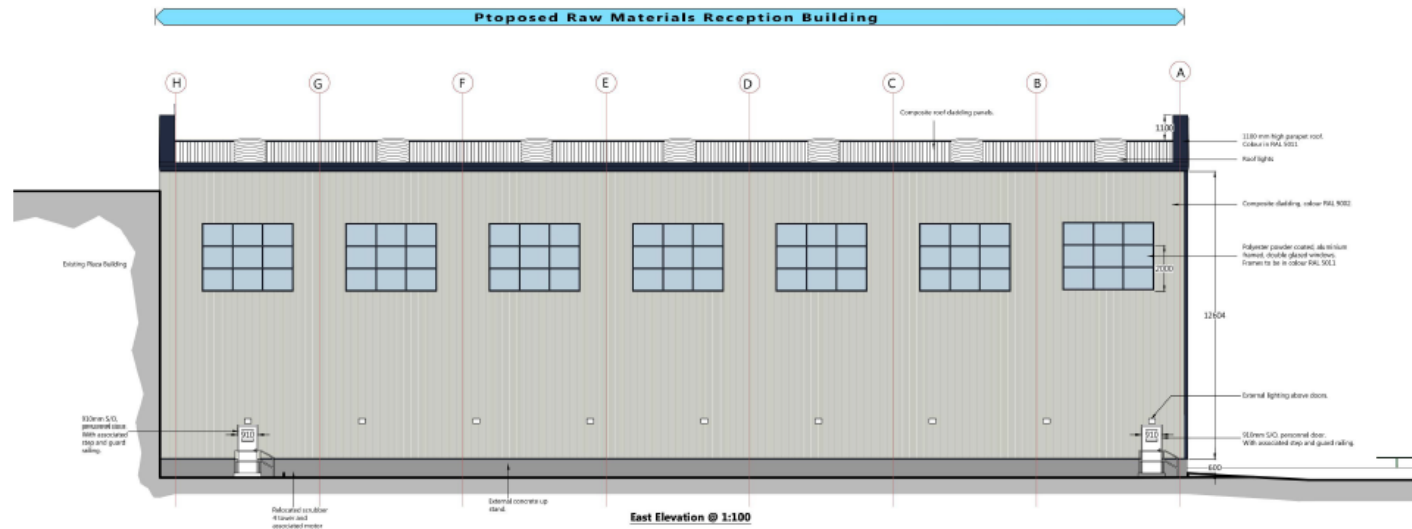
Existing North Facing Elevation
@ 1:500







South Elevation @ 1:100



East Elevation @ 1:100

