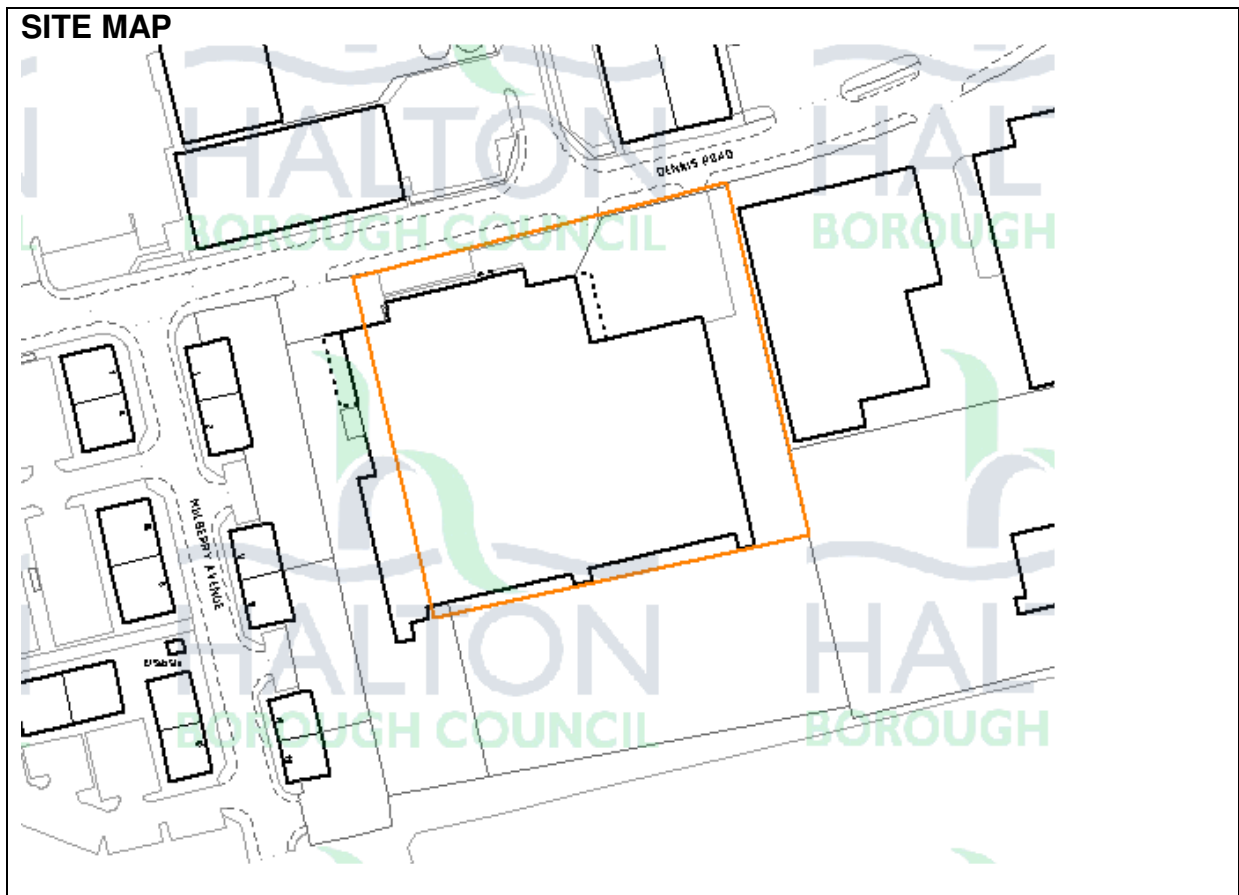


APPLICATION NO:	14/00650/FUL
LOCATION:	Howarth Timber Dennis Road Widnes Cheshire WA8 0YQ
PROPOSAL:	Proposed development of builders yard incorporating warehouse and trade counter
WARD:	Riverside
PARISH:	None
CASE OFFICER:	Rob Cooper
AGENT(S) APPLICANT(S): /	Mr Philip Shaw Pilgrim Associates Ltd 4A Nile Mill, Fields New Road Chadderton Oldham OL9 8NH
DEVELOPMENT PLAN ALLOCATION:	Widnes Waterfront Regeneration Area Halton Unitary Development Plan (2005) National Planning Policy Framework (2012) Halton Core Strategy (2013)
DEPARTURE	No
REPRESENTATIONS:	None
KEY ISSUES:	Principle of Development Access Design
RECOMMENDATION:	Approve



1. APPLICATION SITE

1.1 The Site

The application site is the former Gyproc site off Dennis Road, within the Widnes Waterfront Regeneration Area, approximately 500m south of the Widnes Town Centre. The site area is 7,300sq.m. The proposed new access would be off Dennis Road.

2. THE APPLICATION

2.1 The Proposal

The proposed development is a new builders merchants yard and associated warehouse and trade counter. Externally, in the yard, building materials will be stored that can withstand weather conditions. Inside the building there will be those materials that require storage in dry conditions and the trade counter sales area.

2.2 Documentation

The application has been submitted with the requisite planning application form, a complete set of plans and supporting information including a design and access statement, and a ground investigations report and a transport statement.

2.3 History

The only planning history related to the site is as follows:

Proposed two storey office development (06/00016/FUL) granted approval in 2006.

3. **POLICY CONTEXT**

3.1 National Planning Policy Framework

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

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

3.2 Halton Unitary Development Plan (UDP) (2005)

The site is designated as 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
- 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

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

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

3.4 Joint Waste Local Plan 2013

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

4. CONSULTATIONS

The application has been advertised by a press notice and a site notice posted near the site. All adjacent properties have been notified by letter.

5. REPRESENTATIONS

No representations have been received from neighbouring business.

6. ASSESSMENT

6.1 Policy

The site is located within the Widnes Waterfront Regeneration Area, the policy 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 B8 employment uses which would include builders merchants and trade counter uses such as this. The proposal is considered to comply with RG3 and CS9.

6.2 Design and Appearance

In terms of the design and appearance, the proposed new warehouse building would consist of lower level brickwork on the Dennis Road elevation and the front of the building, and the rest of the building would be of profiled steel cladding on the 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.

6.3 Highways

The proposed new access is to be provided off Dennis Road. This was subject to a separate planning application submitted by Barwood Developments Limited (ref. no. 14/00651/FUL) and was processed under the Council's scheme of delegation.

The site will open at 07:30 in the morning and close at 17:30. During this time, there will be up to a maximum of 120 collections a day from customers. This equates to 12 vehicles an hour visiting the site. These would mainly be trade

customers picking materials up in small commercial vans. The applicant has taken these figures from similar sites that it currently operates.

There would be up to 30 vehicle movements a day by Howarth's own delivery vehicles, equating to 3 per hour.

With regards to parking, the site layout plan provides for 19 customer spaces and 5 staff spaces.

The Council's Highway Engineer has been consulted and has no objections to the application. Initial layout plans have been amended to increase the road width from 6.5m to 7.3m, as requested by the Highways Engineer. Conditions are recommended in relation to the making good of existing site access crossings, road markings, offsite highway works (including the relocation of a bus stop) and for a travel plan and secure cycle storage and to comply with Policies TP6 and TP16.

6.4 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.

6.5 Summary and Conclusion

The principle of the development is considered to be acceptable and complies with Policies RG3 and CS9, The design and appearance is acceptable and complies with Unitary Development Plan Policies BE1, BE2. 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.

7. RECOMMENDATIONS

Grant planning permission subject to conditions

8. CONDITIONS

1. Time limit on commencement of development
2. Approved Plans – (Policy BE1)
3. Materials – (Policy BE2)
4. Drainage condition (s) (Policy BE1)
5. Boundary Treatments – (Policy BE22)
6. Submission and Agreement of finished floor and site levels – (Policy BE1)
7. Travel Plan (TP16)
8. Construction Traffic Management Plan (BE1)
9. Condition(s) in relation to details of off-site highways works including

making good of existing vehicle access crossings, and bus stop relocation
10. Site investigation (PR14).

9. 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.