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Development Control Committee

Monday, 16 April 2007 6.30 p.m.
Civic Suite, Town Hall, Runcorn



Chief Executive

COMMITTEE MEMBERSHIP

Councillor Paul Nolan (Chairman)
Councillor Dave Thompson (Vice-Chairman)
Councillor Sue Blackmore
Councillor Ron Hignett
Councillor Keith Morley
Councillor Dave Leadbetter
Councillor Shaun Osborne
Councillor Rob Polhill
Councillor Colin Rowan
Councillor Tim Sly
Councillor Ian Whittaker

*Please contact Michelle Simpson on 0151 424 2061 Ext. 1126 or michelle.simpson@halton.gov.uk for further information.
The next meeting of the Committee is on Friday, 18 May 2007*

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

Part I

Item No.	Page No.
1. MINUTES	1 - 11
2. DECLARATIONS OF INTEREST	
Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda, no later than when that item is reached, and (subject to certain exceptions in the Code of Conduct for Members) to leave the meeting prior to discussion and voting on the item.	
3. PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	12 - 58
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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 Wednesday, 14 March 2007 at Civic Suite, Town Hall, Runcorn

Present: Councillors Nolan (Chairman), Thompson (Vice-Chairman), Blackmore, Hignett, Morley, Leadbetter, Osborne, Polhill, Rowan and Sly

Apologies for Absence: Councillor Whittaker

Absence declared on Council business: (none)

Officers present: L. Beard, J. Farmer, A. Pannell, M. Simpson, J. Tully, R. Wakefield and P. Watts

Also in attendance: 15 Members of public and Mr MacBeth of Widnes Regeneration Ltd

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

	<i>Action</i>
DEV60 MINUTES	
<p>The Minutes of the meeting held on 12th February 2007, having been printed and circulated, were taken as read and signed as a correct record.</p>	
DEV61 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.</p>	
DEV62 - PLAN NO. 06/00879/OUT - OUTLINE APPLICATION FOR DEMOLITION OF DWELLING/STABLES/OUTBUILDINGS, PROPOSED REDEVELOPMENT (COMPRISING OF 17 NO. HOUSES) AND ASSOCIATED ACCESS TO THE LAND AT MANOR FARM, MANOR FARM ROAD, RUNCORN	
<p>The consultation procedure undertaken was outlined in the report together with background information in respect of the site. It was noted that two letters of objection had</p>	

been received, details of which were outlined in the report.

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

Strategic Director
- Environment

- A) The applicant entering into a legal agreement in relation to the payment of a commuted sum for the provision and improvement of off-site open space.
- B) Conditions relating to the following:
 - 1. Reserved matters condition, for the submission of and approval prior to the commencement of development.
 - 2. Time limit for the submission of reserved matters.
 - 3. Time limit for the commencement of development.
 - 4. Reserved matters to be submitted and carried out as approved.
 - 5. Condition specifying amended plans (BE1).
 - 6. Materials condition, requiring the submission and approval of the materials to be used (BE2).
 - 7. Landscaping condition, requiring the submission of both hard and soft landscaping (BE2).
 - 8. Boundary treatments to be submitted and approved in writing (BE2).
 - 9. Wheel cleansing facilities to be submitted and approved in writing and used (BE1).
 - 10. Construction and delivery hours to be adhered to throughout the course of the development (BE1).
 - 11. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/commencement of use (BE1).
 - 12. Submission and agreement of finished floor and site levels (BE1).
 - 13. Ground investigation, including mitigation to be submitted and approved in writing (PR14).
 - 14. Conditions relating to tree protection during construction including arboricultural method statement (BE1).
 - 15. Conditions relating to restriction of permitted development rights relating to garage conversions and frontage boundary treatments, extensions and outbuildings and rear boundary treatments including insertion of gates (BE1).
 - 16. Two conditions relating to drainage details (BE1).
 - 17. Conditions relating to submission, agreement and implementation of dedicated bat roost and carrying out development strictly in accordance with submitted bat mitigation report (GE21).
 - 18. Provision of appropriate refuse collection bins for

use by the occupiers (BE1).

- C) That if the legal agreement is not executed within a reasonable period of time authority be delegated to the Operational Director- Environmental and Regulatory Services in consultation with the Chairman or Vice Chairman to refuse the application on the grounds that it fails to comply with UDP Policy S25 Planning Obligations.

DEV63 - PLAN NO. 06/00958/OUT - OUTLINE APPLICATION (WITH LANDSCAPING MATTERS RESERVED) FOR THE ERECTION OF 14 NO. APARTMENTS TO THE LAND AT ESSEX GARAGE 24 - 30 FARNWORTH STREET WIDNES

The consultation procedure undertaken was outlined in the report together with background information in respect of the site. It was noted that four objections had been received, details of which were detailed in the report. The Committee was advised of a further two objections that had been received relating to lack of open space in the area, impact from the parking to the rear of the site, the number of properties in the area that were vacant, and overlooking to the properties to the rear.

Mr Bridge addressed the Committee on behalf of the developer and spoke in favour of the application.

The Divisional Manager for Planning and Policy informed the Committee that, due to the lack of on-site amenity space and the proposed rear block, the proposal was considered to be an over development of the site that was out of character with the surrounding area.

RESOLVED: That the application be refused on the grounds that the proposal is contrary to Policy BE1, BE2, H2, the Council's Supplementary Planning Guidance on New Residential Development and PPS 3, in particular the lack of amenity space, poor layout and over development of the site that is out of character with the surrounding area that would adversely affect the amenity of the future residents of the site and neighbouring properties.

Strategic Director
- Environment

DEV64 - PLAN NO. 06/00971/FUL - PROPOSED DEMOLITION AT CEASARS CLOSE AND CONSTRUCTION OF 50 NO. NEW TWO STOREY HOUSES AND THREE STOREY FLATS (SOME WITH MEZZANINES) FOR SALE AND RENT TO THE LAND AT CEASARS CLOSE CASTLEFIELDS, RUNCORN

The consultation procedure undertaken was outlined in the report together with background information in respect of the site. It was noted that two letters of objection had been received, details of which were outlined in the report.

It was reported that there was a requirement for the developer to apply for a closure order affecting the existing footpaths/highways within the site.

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

1. Condition specifying amended plans (BE1).
2. Materials condition, requiring the submission and approval of the materials to be used (BE2).
3. Landscaping condition, requiring the submission of both hard and soft landscaping to include replacement tree planting (BE2).
4. Boundary treatments including retaining walls to be submitted and approved in writing (BE2).
5. Wheel cleansing facilities to be submitted and approved in writing (BE1).
6. Construction and delivery hours to be adhered to throughout the course of the development (BE1).
7. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/commencement of use (BE1).
8. Two conditions relating to the agreement and implementation of bin stores cycle parking provision (TP6).
9. Submission and agreement of finished floor and site levels (BE1).
10. Two conditions relating to restriction of permitted development rights relating to extensions and outbuildings and boundary fences etc (BE1).
11. Site investigation, including mitigation to be submitted and approved in writing (PR14).
12. Four conditions relating to tree protection during construction (BE1).
13. Agreement of details and construction design of all retaining walls (BE1).
14. Provision of appropriate refuse collection bins for use by the occupiers (BE1).

and an additional condition as follows:-

15. Provision of an oil interceptor for all surface water drainage from car parking areas.

Strategic Director
- Environment

DEVELOPMENT CONSISTING OF 43 NO. DWELLINGS TO THE LAND AT THE FORMER FIRE STATION, HEATH ROAD, RUNCORN

The Committee was informed that this item had been deferred and would be brought back to a future meeting.

DEV66 - PLAN NO. 07/00002/FUL - PROPOSED REDEVELOPMENT OF HALTON BROOK NEIGHBOURHOOD CENTRE AND ERECTION OF 114 NO. NEW DWELLINGS WITH ASSOCIATED LANDSCAPING AND PUBLIC OPEN SPACE TO THE LAND AT HALTON BROOK, RUNCORN

The consultation procedure undertaken was outlined in the report together with background information in respect of the site. It was noted that eight letters of objection had been received, details of which were outlined in the report.

It was advised that a further letter of objection had been received relating to the loss of green space and the lack of need for housing. In addition one petition containing 85 signatures had also been received in respect of the application.

Mr Jinks addressed the Committee and spoke against the application and Mr Smith spoke in favour of the application.

It was reported that Members should be aware that there was a requirement for the developer to apply for a closure order effecting the existing footpaths/highways within the site.

The Committee was informed that the scheme would result in the redevelopment of a significant area of designated green space and there would be a loss of a number of mature trees from the area. It was considered that the wider benefits of the scheme would outweigh any harm resulting from the loss of green space and trees especially in the context of the wider regeneration proposals for the area.

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

- A) The applicant entering into a legal agreement in relation to the payment of a commuted sum for the provision and improvement of off-site open space.

Strategic Director
- Environment

- B) Conditions relating to the following:
1. Condition specifying amended plans (BE1).
 2. Materials condition, requiring the submission and approval of the materials to be used (BE2).
 3. Drainage condition, requiring the submission and approval of drainage details (BE1).
 4. Boundary treatments including retaining walls to be submitted and approved in writing (BE2).
 5. Wheel cleansing facilities to be submitted and approved in writing (BE1).
 6. Construction and delivery hours to be adhered to throughout the course of the development (BE1).
 7. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/ commencement of use (BE1).
 8. Agreement and implementation of cycle parking provision (TP6).
 9. Submission and agreement of finished floor and site levels (BE1).
 10. Site investigation, including mitigation to be submitted and approved in writing (PR14).
 11. Four conditions relating to tree protection during construction (BE1).
 12. Prior to the commencement of development details of recycling facilities shall be submitted (BE1).
 13. Prior to the commencement, a noise survey shall be submitted with appropriate remediation measures (BE1).
 14. Prior to the commencement of development, shutter details shall be submitted and approved (BE16).
 15. Prior to the commencement of development, details of the play area, including structures and materials, shall be submitted (BE1).
 16. Provision of appropriate refuse collection bins for use by the occupiers (BE1).
- C) That if the legal agreement is not executed within a reasonable period of time authority be delegated to the Operational Director - Environmental and Regulatory Services, in consultation with the Chairman or Vice Chairman, to refuse the application on the grounds that it fails to comply with UDP Policy S25 Planning Obligations.
- D) The following additional conditions be attached to any grant of planning permission:-

17. Lighting details to be provided prior to commencement (BE1).
18. Boundary treatment to be provided prior to commencement (BE1).
19. Prior to completion of the local centre, works to the local play facilities shall be provided and agreed in writing by the local planning authority (BE1).
20. Pedestrian dropped crossings shall have tactile paving installed prior to completion (BE1).
21. Permitted development rights for the conversion of the garages to be removed (BE1).
22. Prior to commencement of development, details of fencing to be provided along the boundary of the site with the Spur Road shall be provided and carried out prior to completion (BE1).
23. Prior to completion, a local traffic calming scheme shall be in place along Meadway.
24. Prior to commencement of development, details of the alterations to the junction of the Spur Road and Halton Brook Avenue be submitted and approved. The approved scheme shall be in place prior to commencement of site 1 & 2 (BE1).
25. Amended plans condition (BE1).
26. Two bus stops to be improved/or relocated to approved standard prior to occupation of development (TP1).
27. Landscaping to be carried out.
28. Details of bus swept path.

DEV67 - PLAN NO. 07/00003/FUL - PROPOSED SINGLE STOREY REAR EXTENSION TO THE LAND AT 2 GARRIGILL CLOSE, WIDNES

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

RESOLVED: That the application be approved subject to the condition relating to the following:-

1. Requiring material to match the existing property (H6).

DEV68 - PLAN NO 07/00005/COU - FULL APPLICATION FOR THE CONVERSION AND REFURBISHMENT OF LAWSON HOUSE INTO 20 NO. APARTMENTS, INCLUDING DEMOLITION OF NEWER EXTENSIONS AND ADDITIONS TO THE REAR TO THE LAND AT LAWSON HOUSE, MOUGHLAND LANE, RUNCORN

Strategic Director
- Environment

The consultation procedure undertaken was outlined in the report together with background information in respect of the site. There had been two comments received from local residents, details of which were outlined in the report.

It was reported that the Health and Safety Executive (HSE) had advised against the proposal and had been asked whether or not they wished for the application to be called in. The Committee was informed that the HSE did not wish for it to be called in: a consultant on risk had advised that the proposal did not conflict with Policy PR12 and it provided appropriate standard layout design.

RESOLVED: That the application be approved subject to the entering into of a Legal Agreement for off-site Open Space provision and the following conditions:-

1. Condition specifying amended plans (BE1 & BE2).
2. Entering into of a S.106 Legal Agreement for a financial contribution towards off-site open space (H3).
3. Site investigation (PR14).
4. Materials condition, requiring the submission and approval of the materials to be used (BE2).
5. 3 landscaping conditions, requiring the submission of both hard and soft landscaping to include replacement tree planting (BE2).
6. Boundary treatments including retaining walls to be submitted and approved in writing (BE22).
7. Wheel cleansing facilities to be submitted and approved in writing (BE1).
8. Construction and delivery hours to be adhered to throughout the course of the development (BE1).
9. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/commencement of use (BE1).
10. Maintenance of appropriate visibility splays at site entrance (BE1).
11. Two conditions relating to the agreement and implementation of bin stores cycle parking provision (TP6).
12. Five conditions relating to tree protection during construction (BE1).
13. Provision of appropriate refuse collection bins for use by the occupiers of the apartments (BE1).
14. No lighting to be installed on building without further approval (BE1).
15. No installation of satellite dishes without further approval (BE2).

Strategic Director
- Environment

and the following additional conditions:-

16. Appropriate visibility splay.
17. Hard surfacing adjacent to the trees.
18. Additional tree protection in order to ensure special working methods are used to construct any hard surfacing within the designated root protection zones and strictly carried out in accordance with the arboriculture method statement.

(NB: Councillor Polhill declared a personal and prejudicial interest in the following item of business due to being a board member of Widnes Regeneration Limited and left the room during its consideration.)

DEV69 - PLAN NO. 07/00011/OUT - OUTLINE APPLICATION (WITH ALL MATTERS RESERVED FOR FUTURE CONSIDERATION) FOR LEISURE FACILITY CONSISTING OF CINEMA, TEN PIN BOWLING, BINGO HALL, CLIMBING CENTRE, ICE RINK AND ANCILLARY A1/A3 USES AT THE LAND ADJOINING EARLE ROAD AND ASHLEY WAY, WIDNES

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

Mr MacBeth addressed the Committee and displayed boards with the proposed layout and design of the application. It was noted that Members felt this was an excellent and much needed proposal.

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

1. Standard Outline Conditions and Reserved Matters.
2. Submission of good quality materials (BE2).
3. Boundary Treatment (BE2).
4. Landscaping both hard and soft landscaping (BE2).
5. Cycle parking (TP6).
6. Provision of Green Travel Plan (TP16).
7. Pedestrian and cyclists access (TP6).
8. Details of service roads (BE1).
9. Details of air conditioning, extraction flues (BE1).
10. Provision of Bin Storage/Waste (BE1).
11. Wheelwash during construction (BE1).
12. Construction and delivery hours (BE1).

Strategic Director
- Environment

13. Provision of bus stops (TP1).
14. Provision of taxi lay-by (TP5).
15. Provision of public art (BE2).
16. Details of public realm area (BE2).
17. Details of lighting scheme (BE2).
18. Details of signage (BE2).
19. Provision of Recycling Facilities (BE2).
20. Details of swept paths (BE2).
21. Parking Management Plan (BE1).
22. Disabled parking (BE1).
23. No outside storage (BE1).
24. Opening hours (BE1).
25. Delivery hours (BE1).
26. Drainage (BE1).
27. Site Investigation report/remediation strategy (PR14).
28. Environment Agency conditions (BE1).
29. Use restrictions (BE1).
30. A1 & A3 uses ancillary to the development, and shall not be used until the development of the other facilities (BE1).

DEV70 MISCELLANEOUS ITEMS

It was reported that an appeal had been received following the Council's refusal of the following application:-

06/00794/COU Proposed change of use from off licence (Class A1) to hot food takeaway (Class A5) at 10 Cronton Lane, Widnes.

The following applications had been withdrawn:-

06/00937/FUL Proposed conversion of existing premises into 4 No. two bed apartments at St.Faith's Mission, Preston on the Hill, Preston Brook, Runcorn.

06/00964/FUL Proposed single storey rear extension, loft conversion and replacement garage at 21 Malpas Road, Runcorn.

06/00970/FUL Proposed conversion of existing stable building and erection of 7 No. new apartments to provide 7 No. accommodation units at 35 Irwell Lane, Runcorn.

07/00041/FUL Proposed free standing conservatory to rear of Browside Farm, Moss Lane,

Moore.

A petition had been received regarding the following application: -

06/00939/COU	Proposed change of use of car wash into a takeaway (Class A5) at Halton Brow Service Station, Halton Brow, Runcorn.
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Meeting ended at 7.07 p.m.

REPORT TO: Development Control Committee

DATE: 16th April 2007

REPORTING OFFICER: Strategic Director – Environment

SUBJECT: Planning applications to be determined by the Committee

The following applications for planning permission are submitted to the Committee for consideration with a recommendation in each case. Those applications marked * are considered to have significant employment implications.

An Amendments List, containing the categorisation of planning applications, additional information and amendments to recommendations, will be circulated to Committee Members before the meeting together with plans showing the location of each application site. Those applications now before the Committee, where the planning issues are considered clear by the Chairman, will be included in List A. Unless a Member considers that additional information is required on a particular application in List A it is **RECOMMENDED** that each of the applications be determined (whether for approval or for refusal) in accordance with the conditions or the reasons printed in the Agenda and in the Amendments List previously circulated.

The remaining applications are included in List B. Together with those applications about which Members require further information, List B applications will be considered following determination of applications remaining in List A.

PLAN NUMBER: 06/00950/HBCFUL

APPLICANT: Halton Borough Council

PROPOSAL: Proposed erection of gates at entrance to alleyways at

ADDRESS OF SITE: Land adjoining 40/48 Highfield Road, 2/4/32/34 Addison Square and 128/130 Leigh Avenue, Widnes.

WARD: Kingsway

SUMMARY RECOMMENDATION:

Approve with conditions.

CONSULTATION AND REPRESENTATION:

Adjoining properties have been consulted and the application advertised by means of site notice. The Council's Highways and Neighbourhood Services, the Emergency Services and United Utilities have all been consulted.

The Council's Highways Engineer raises no objection subject to an appropriate Gating Order being obtained before the gates are installed. Any further representations will be reported orally at Committee.

A total of 5 letters of representation have been received. One letter of in principle support has been received but requesting an additional alleyway be gated (this has been included through amended plans). 4 letters raise concerns relating to the following issues: that the gates should be black rather than green, need for ongoing street cleaning and maintenance, questioning who will be given keys, questioning the need for the gates/ unaware of the reported problems, loss of footpaths, encouraging car usage, that this won't solve the problems with school children who will go elsewhere, that the gates are unsightly/ an eyesore and will devalue property prices, that the gates should be set back within the alleyway.

SITE/LOCATION:

Three footpath links between properties in Leigh Avenue, Highfield Road, Addison Square and Shelley Road, Widnes.

RELEVANT HISTORY:

The Executive Board gave approval for the implementation of a pilot alleygating scheme on 7th December 2000. Permission was granted in February 2001 (00/00771/HBC) for a small pilot scheme, which has been implemented. A number of further permissions have since been granted across the borough for the gating of traditional alleyways and other links.

UNITARY DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

All three footpath links proposed to be gated are within a Primarily Residential Area in the Halton Unitary Development Plan. Policies BE1 General Requirements for Development, and BE22 Boundary Walls and Fences are particularly relevant. The "Design for Community Safety" SPD is also of relevance.

OBSERVATIONS:

Permission is sought for the erection of gates at the entrance of footpath links between properties following successful completion of earlier more traditional alleygating schemes. Amended plans have been received to include an additional gate in line with neighbour requests.

Justification for the Scheme

Gating of alleyways or "alleygating" has proved to be a very successfully crime prevention measure in other areas contributing to reducing burglaries, criminal damage, youth disturbance, graffiti and vandalism. The gates can furthermore act as a deterrent to fly tippers, limit dumping and associated litter nuisance.

To be an effective crime prevention measure, gates need to be of sufficient size and structure. Planning permission is required where an enclosure in excess of one metre in height fronts onto a highway. The proposed gates are approximately 2 metres high.

The advantages offered by a Council supported scheme include:

- Preventing crime;
- Reducing anti-social behaviour
- Reducing litter/fly tipping;
- Improving the local environment; and
- Supporting residents through the Council continuing to maintain responsibility for the highways

Legal Issues

The footpaths under consideration are all presently maintained by the Council. Formerly if the alleyways were stopped up or closed the highway rights would be removed. This would mean that liability for the maintenance and upkeep of the alleyways would fall upon the individual adjoining landowner. To avoid this outcome, it was resolved at Executive Board on 7th December 2000, that where the key criteria for an alleygating scheme are met, the Council would support the schemes by resolving not to exercise its discretion to institute proceedings in relation to the encroachment constituted by the gates.

The legal position was also complicated by the fact the Council has conflicting duties, on the one hand to do all that it reasonably can to prevent crime and disorder in its area and on the other hand it has duty to prevent, as far as possible, the stopping up or obstruction of any highway for which it is responsible.

Members will be aware that under new legislation (The Clean Neighbourhoods and Environment Act 2005) powers are now available to close alleyways without removing highway rights. In order to gate such footpaths requires a Gating Order, which, in this case, will be applied for by the Highways Authority through highways legislation. This process will require demonstration of a crime case for the gates and appropriate assessment of alternative routes.

Conclusions

Building safer communities is a priority objective for the Council. The alleygating scheme has the potential to reduce crime, improve the environment, strengthen local communities and enhance social well being. The gates are not considered to be intrusive and, whilst the scheme relates to footpaths rather than traditional alleyways, the requirements to demonstrate that the gates can be justified as a crime prevention measure and that alternative routes exist through the Gating Order process are considered to offer adequate safeguards in this case. The proposals are therefore recommended for approval.

RECOMMENDATION:

Approve, subject to conditions relating to:

1. Specifying amended plans
2. Requiring colour coating Dark Green (BE22).

PLAN NUMBER:	07/00072/FUL
APPLICANT:	Bell Developments Ltd
PROPOSAL:	Demolition of existing buildings and re-development to form mixed-use development comprising 400 square metres of commercial space (A1/A2/B1 Use Classes) together with 77 No. one and two bed apartments with car parking and landscaping.
ADDRESS OF SITE:	79 – 83 High Street, Runcorn
WARD:	Mersey

SUMMARY RECOMMENDATION:

Approve subject to conditions and appropriate legal agreement

CONSULTATION AND REPRESENTATION:

The application was advertised by way of press and site notices, and a number of neighbouring properties and businesses have been consulted.

The Council's Highways Engineer, Environmental Health, Waste Management, Heritage Conservation and Trees and Woodlands Officers have been consulted. Externally the Health and Safety Executive, United Utilities, Natural England and the Environment Agency have been consulted. Due to the relationship between the application site and the Bridgewater Canal, Peel Holdings was also consulted. Additionally, the Theatres Trust and Cinema Theatres Association have been notified due to the historically use of 79 High Street.

The Environment Agency has no objections, in principle, to the proposed development and recommends four conditions relating to a) contaminated land desk survey, b) drainage (two conditions), and c) demolition. United Utilities have confirmed that they raise no objections to the proposals.

Health and Safety Executive have advised against, as the site falls within the Tessengerlo COMAH Zone, they have, however, been asked whether or not they wish the application to be called in, having regard to the closure of Tessengerlo and the known level of risk in this location. The Manchester Ship Canal Company have objected to the application until it is satisfied that the proposed demolition and re-development of the site will not affect the integrity of the canal. The developers are currently negotiating with the third party to overcome their concerns and seek a formal withdrawal of their objection.

Any further comments in relation to these or other matters will, if necessary, be reported orally.

One letter has been received; this is from the owners of the adjoining public house (77 High Street). Although the owners welcome any development that will have a positive effect on the regeneration of the Old Town, they are concerned at the proposed developments proximity to the public house and its potential implications for their existing business during construction and when complete.

SITE/LOCATION:

Proposed development site is a prominent location on the corner of High Street and Greenway Road, Runcorn and encompasses an area of 0.25 hectares. It is currently occupied by a vacant former Bingo Hall, incorporating two small shop units (79 High St); Cheshire Building Society with an occupied office above (81 High St), and; a vacant former job centre (83 High St). To the South, the site fronts onto the Bridgewater Canal, and its towpath.

RELEVANT HISTORY:

The only application directly relating to the proposal is the granting of outline permission for 79 High St in 2005 (05/00013/OUT) for residential development comprising 18 flats on four storeys over ground floor entrance and alterations to retail frontage.

UDP PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The site is located within the Runcorn Town Centre Mixed Uses Area (policy TC10). Policy GE24: Protection of Important Landscape Features and policy GE29: Canals and Rivers are important due to the sites frontage onto the Bridgewater Canal. Additionally the site is within an Environmental Priority Area (policy BE3) where a raising of environmental standards is sought through seeking a high quality of design. Other relevant policies include: -

BE1: General Requirements on Design
BE2: Quality of Design
BE10: Protecting the setting of Listed Buildings
BE16: Alterations to and New Shops Fronts
H2: Design and Density of New Residential Development
H3: Provision of Recreational Green space
TP12: Car parking

Also of relevance are the Council's Supplementary Planning Guidance on New Residential Development and Supplementary Planning Documents (SPD) on Design of Shops fronts and draft SPD's on the Provision of Open Space and the Runcorn Old Town Centre Strategy.

OBSERVATIONS AND ISSUES:

The scheme of 77 apartments (51 two bedrooms and 26 one bedroom), plus 400 square metres of commercial use needs to be considered in the context of the emerging strategy for Runcorn Old Town Centre, and in particular, the Canal Quarter that forms a integral part of the strategies delivery.

Policy Considerations

The site is designated within the Runcorn Town Centre Mixed Uses Area. This area is intended to encourage a range of uses to complement the main shopping areas of the centre. The uses encouraged include retail (A1), financial and professional services (A2), business use (B1), and residential (C3) were this is part of a mixed development. In respect of retail (A1) this can only be provided were it would serve local needs and would not provide competition with the primary and secondary shopping areas, that might undermine their retail function as well as result in a more dispersed shopping centre. In this context it is considered that the proposed uses are acceptable, however restricting the A1 Retail use to non-food goods only will ensure that primary and secondary shopping areas function is not undermined or dispersed.

The adjacent Bridgewater Canal needs to be protected from development that would have an unacceptable effect on its visual or physical characteristics, or upon its recreational, amenity or ecological function. As the scheme benefits from this waterside frontage, it is required to contribute to the Bridgewater Way towpath enhancement scheme.

In policy terms it is considered that a proposed mix use scheme is considered acceptable in principle.

Design, Character and Amenity

The site occupies a prominent gateway location into the town centre. Buildings along the High Street are a mix of architectural style and heights. The three existing corner buildings on the High street / Greenway Road are

united in design terms by their curved design. All three buildings are Victorian and three storeys, with the 'Victoria Building' being the most dominant in terms of height and scale.

The proposed 'U' shaped development is predominately four storey (including the ground floor) to the High Street elevation and steps up to five storeys towards Greenway Road. This height is maintained as the building curves the corner (respecting the design of three existing buildings) onto Greenway Road. The building line then provides a strong frontage onto the Canal. The building again drops to four storeys as it approaches its eastern boundary.

At its highest points – approximately 17 metres to the High Street and approximately 16 to the canal frontage, the building is taller than those that currently occupy the site. But this is similar in height to the 'Camden Buildings' (59 - 69 High Street). The roof design ensures that the height of the building is kept to a minimum. Additionally as you enter the town centre over Doctors Bridge, the building will initially have a three to three ½ storey appearance as it sits behind the highway embankment to Greenway Road. Clearly this building will change the street scene, but this must be seen within the context of seeking to create a landmark gateway building and the range of existing building styles and heights within the locality and its town centre location. Due to the careful design of the building, this will not be out of scale with its surroundings.

The elevations are of a simple symmetrical design, with its key design feature being the use of feature windows and balconies to all external elevations add interest. These features encourage natural surveillance, throughout the day and into the evening. This is particularly important in the context of the proposal for the Canal Quarter, and encouraging use of the canal and its towpath. All three current buildings that occupy the site turn their back on the Canal; whereas the proposed development is designed to ensure that overlooking onto the Canal by new residents is encouraged. At ground floor level, shops front onto the High Street elevation to ensure continued activity at street level. The building also has a subtle overhang at the first floor, to add definition to the ground floor façade. Design consideration has had full regard to ensure that the scheme will complement the Canal Quarter. Subtle lighting of the ground floor High Street façade and appropriate elevations will be required by a condition.

The material palette is simple consisting of mainly brick (colour to reflect neighbouring buildings) and glass. The ground floor elevation largely consists of a different colour/shade of brick. Shops front will be required to enhance the High Street by being a standardised design including advertisements and internal shutters. This will ensure that the symmetry of the building is not lost through latter additions. To Greenway Road and the Canal the ground floor brick façade will be interspersed with ventilation grills to allow air and light into the underground car park. The design of these openings is intended to be both functional whilst still adding interest. Balconies will be a combination of composites and structural glass balustrade.

The density of the scheme conforms with Policy H2 Design and Density of New Residential Development of the Halton UDP for development over 50 dwellings per hectare due to its town centre location and within reasonable walking distance of a railway station and bus station. Private amenity space is provided through the provision of individual balconies to the majority of properties and an internal courtyard space at the first floor level. Interface distances between dwellings located within the internal courtyard are below those set out in supplementary planning guidance, but impact upon individual residents amenity has been reduced through design features, and the overall design of the scheme and its constrained town centre locations outweighs this consideration.

Maintaining residential amenity within a town centre location is always a balancing act. Such town centre developments tend to attract those residents who recognise, the sometimes, lively nature of where they live. Surrounding uses are largely commercial, operating within the daytime. The interface between the scheme and the neighbouring public house requires particular attention be paid to that boundary treatment and the eastern elevation of the scheme. The Council's Environment Health Officer raised no objections to the development but to ensure that noise impact is kept to an acceptable standard for residents these aspects will be conditioned.

This development would result in the replacement of the former Bingo Hall (79 High Street), commonly referred to as the 'La Scala' relating its earlier use as a ballroom. This building is not formally listed nor did it make the initial draft list of Local Buildings of Historical or Architectural Interest. The developer recognising some local interest undertook a structural survey of the condition of the façade. This concluded that retaining the façade within a new scheme would be complex, and require dismantling, repair and rebuilding and this would still not guarantee it could be accommodated. Instead they have sought to propose a quality scheme which is a worthy replacement of the one which is to be lost. To ensure a record is kept of the building, a scheme of building recording will be required prior to demolition. In the event that a suitable off site location can be found for the cupola, this element will be required to be removed with care, placed in storage and relocated by the developer, negotiations are still on going in respect of this matter. Additionally, the developer will be encouraged to incorporate the name 'La Scala' within the eventual development.

Highways and Parking

The applicant provided a transport statement and the Council's Highways Engineers raised no objections. A single gated vehicular access is proposed to the development from High Street into two levels of underground car parking. These contain 77 car parking spaces for residents, one per dwelling. These spaces will be conditioned to be provided on an allocated basis, one per dwelling and the dwellings marketed as such. Cycle parking and a small number of staff parking spaces will also be required by condition. Any electronic gates will be required to be a suitable standard to ensure highway

safety. Pedestrian access is via an entrance located adjacent to Greenway Road.

The scheme will necessitate the need for a series of on and off site streetscape works to ensure that the scheme integrates with the High Street. These will be required by appropriate undertakings. This will include the provision of a dedicated service bay on the High Street frontage for loading/unloading and waste and recycling collection, and the installation of a privacy zone to the CCTV camera located on the corner of High Street and Greenway Road.

The development site's proximity to Doctors Bridge and the highways embankment to Greenway Road, will require that structural elements of the scheme which may have an implication for the integrity of the Highway is subject to HBC's formal process for the technical approval of highways structures. Additionally, the Council requires that they have sight of, and opportunity to comment on, the protective measures to be undertaken by the developer in respect of the canal and its towpath.

Sustainability

The site is a sustainable location within easy walking distance to encourage patronage of local shops, services and amenities, and close to both the bus station and Runcorn Main Line Station.

The scheme will be conditioned to provide waste and recycling collection bins (for both residential and commercial waste) in a suitably located storage area, easily accessible for both residents and also from the High Street for waste and recycling collectors. The facilitation of recycling through the provision of recycling separation bins within every kitchen will also be required.

Appendix A of the Design and Access Statement includes a breakdown of the environmental credentials of the scheme. The main aspects being the use of super-insulation, a wind driven ventilation system, installation of energy efficient white goods, and passive solar gain reduces the need for both electricity and heat. Additionally, a number of further energy and water conservation measures will be considered at the detailed design stage. Conditions will be used to ensure that the green credentials of the building are undertaken.

Trees, Landscaping and Open Space

The site is currently occupied by a number of trees. Their location on the High Street gives a reasonable amenity value, especially to those directly adjacent to the road. The application is supported by a detailed tree survey. In respect of the majority of the existing trees, the Trees and Woodlands Officer agrees that they could be replaced by a new landscaping scheme.

One particular mature Lime Tree on corner of the High Street and Greenway Road is regarded as being of a high quality and worthy of retention. Although the retention of this tree would be advantageous, it is felt that the overall

design, including the creation of a landmark curved building on the corner, and other benefits, outweigh any harm resulting from loss of this tree. In accordance with standard practice the developer will be required to make a financial contribution to the provision of off-site local tree planting schemes to compensate for the loss of the mature lime tree.

An indicative landscape scheme has been provided this identifies a number of spaces around and within the building to provide opportunities for landscaping. This includes the internal courtyard and along the eastern boundary, which presents an opportunity to improve the interface with the adjoining public houses. Along the High Street the landscaping requirement will overlap with streetscape works to ensure the integration of the scheme within it.

A condition will be placed on the application requiring the submission of both a hard and soft landscaping scheme including replacement trees.

In accordance with planning policy the developer will also be required to make a financial contribution in respect of off-site open space provision.

Ecology

Natural England requested that a preliminary bat survey be carried out. This was a precautionary measure due to the proximity to the canal and proposed demolition of redundant buildings. A professional ecologist undertook a preliminary bat survey and no evidence of present or past bat activity was observed within any of the buildings. The Nature Conservation Officer accepted the findings of the assessment. Any subsequent comments from Natural England and any implications for the proposed development will be reported orally.

Contaminated Land

Although it is not thought that the site is contaminated it does lie within a historically highly industrial part of Runcorn. Therefore it is intended to impose two conditions in relation to ensuring that investigation and assessment, and subsequent remediation plan is submitted and approved by the Council, prior to commencement of development.

Summary and Conclusion

The scheme is of a high quality of design, and creates a landmark building worthy of its prominent gateway location. Sustainability issues have been given a high regard, as has the desire to create activity and natural surveillance to both the High Street and the canal frontage. The development encourages patronage of the town centre, and will make a significant contribution to its continued revitalisation, complementing future aspirations for Canal Quarter and the vision for the Old Town.

RECOMMENDATION:

Approve subject to:

A) The applicant entering into a legal agreement in relation to the payment of a commuted sum for the:

1. Provision and improvement of off-site open space;
2. Provision Bridgewater Way towpath improvement scheme;
3. Provision of a off-site local tree planting scheme; and
4. Provision of off-site highway and streetscape works.

B) Conditions relating to the following:

1. Condition specifying amended plans (BE1)
2. Materials condition, requiring submission and approval of materials to be used (BE2)
3. Provision of appropriate waste and recycling bins for use by the occupiers and facilitation of recycling through the provision of recycling separation bins within every kitchen (BE1)
4. Submission and agreement of both a hard and soft landscaping scheme including replacement trees (BE2)
5. Submission and agreement of an external lighting scheme (BE2)
6. Prior to commencement a noise survey shall be submitted with appropriate remediation measures and approved by the Council (BE1)
7. No installation of satellite dishes or other antenna without further approval (BE2)
8. Vehicular entrance gates must be set back at least 5.5 metres from the carriageway edge and electrically operated by remote control (TP17)
9. Construction traffic wheel cleansing facilities to be submitted and approved in writing (BE1)
10. Reconstruction of main highway following drainage and utilities connection to satisfaction of the Council (TP17)
11. Dropped crossings with tactile paving should be installed at all appropriate desire line points to the satisfaction of the Council (TP17)
12. Submission and agreement of shop front façade, including standardised advertisement design, and incorporation of internal see-through lath shutters (BE2)
13. Boundary Treatments will be submitted and approved in writing (BE22).
14. Prior to commencement structural elements of the scheme which may have an implication for the integrity of the Highway is subject to HBC's formal process for the technical approval of highways structures (TP17)
15. Prior to commencement the Council requires that they have sight of and opportunities to comment on, the protective measures to be undertaken by the developer in respect of the

- canal and its towpath during demolition and construction and in the longer term. (GE29)
16. Restriction of Retail (A1) to sale of non-food goods only (TC10 and TP17)
 17. Restriction of Business (B1) to B1a only (BE1)
 18. Construction and delivery hours to be adhered to throughout the course of the development (BE1)
 19. Submission and approval of a sustainable design and construction method statement demonstrating how the Sustainability Statement set out with Appendix A of the Design and Access Statement has been incorporated at the detailed design stage (BE2)
 20. Prior to commencement construction and delivery route to be agreed with the Local Planning Authority (BE1)
 21. Residential car parking to provided on an allocated basis, one per dwelling, and the dwellings marketed as such (TP12)
 22. Prior to commencement a scheme of building recording of 79 High Street is undertaken to the satisfaction of the Local Planning Authority (BE1)
 23. Site investigation for contamination, including mitigation to be submitted and approved in writing by the Council (PR14)
 24. Surface water drainage from car park areas shall pass through a suitable oil interceptor roof water shall not pass through the interceptor (GE29)
 25. Prior to commencement submission and approval of a scheme for the disposal of foul and surface water (BE1)

C) That if the legal agreement is not executed within a reasonable period of time authority is delegated to the Operational Director- Environmental and Regulatory Services in consultation with the Chairman or Vice Chairman to refuse the application on the grounds that it fails to comply with UDP Policy S25 Planning Obligations.

PLAN NUMBER: 07/00109/FUL

APPLICANT: Whitfield & Brown/Beechtree Developments

PROPOSAL: Demolition of existing offices and erection of 1no; 3 storey and 1 no; 2 storey residential block containing 38 no. dwellings

ADDRESS OF SITE: Land at Appleton Village, Widnes

WARD: Appleton

SUMMARY RECOMMENDATION:

Refusal

CONSULTATION AND REPRESENTATION:

The application was advertised in the local press and by a site notice displayed near to the site. The nearest affected occupiers of the adjacent and nearby residential properties were notified by letter. United Utilities, the Council's Highway Engineers and Environmental Health Officers have all been consulted.

Comments have been received from four local residents at the time of writing the report relating to:

- Unacceptable height in relation to adjacent terraced properties
- Loss of light
- Loss of view and outlook
- Smell from bin storage area
- Overlooking and impact on privacy of adjacent terraced properties
- Potential light pollution
- Potential traffic congestion and car parking problems
- Inadequate capacity for new traffic on Appleton Village
- Conflict with pedestrians at entrance to site
- Security of underpass area and potential crime and disorder problems in relation to this
- Loss of property value of adjacent terraced properties
- Noise disturbance from occupiers of new dwellings

Any further comments received will be reported orally.

United Utilities have been consulted and have raised no objection to the proposal providing the site is drained on a separate system with foul drainage only connected into the foul sewer. Surface water should discharge to the watercourse/soakaway/surface water sewer and may require consent from the Environment Agency. United Utilities have indicated an easement area to the north boundary, which the applicant has been made aware of.

SITE/LOCATION:

The site is an existing builders offices and yard on land at Appleton Village, Widnes.

RELEVANT HISTORY:

There are four previous planning applications relating to the site. The most recent was the approved planning application for the redevelopment of doctor's surgery and builders yard with replacement two-storey surgery, two storey offices and 18 No. Category II flats in a three-storey block. The oldest application was made in 1978 for 18 No. three storey flats (2/5332/F), which was withdrawn. Two later applications, which were approved, related to extensions to provide retail floorspace (2/13573/F) and the erection of gates (01/00247/HBC) (part of the alleygating scheme).

DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The Council's New Residential Supplementary Planning Guidance is relevant to this application, as are the following key policies within the adopted Unitary Development Plan; S2 The Built Environment; S13 Transport; S18 Provision of Land for Housing; S25 Planning Obligations; BE1 General Requirements for Development; BE2 Quality of Design; PR6 Land Quality; TP1 Public Transport Provision as Part of New Development; TP7 Pedestrian Provision as part of New Development; TP12 Car Parking; TP14 Transport Assessments; TP16 Safe Travel for All; H1 Housing Land Allocations; H3 Provision of Recreational Greenspace; H2 Design and Density of New Residential Development; and the Council's Supplementary Planning Document – Designing for Community Safety.

The proposal meets the sustainability objectives of the Council.

OBSERVATIONS AND ISSUES:

The main issues and material planning considerations arising as a result of the proposal are: -

- Compliance with the Halton Unitary Development Plan in the context of housing design and density quality;
- Provision of on site private amenity space
- Highway safety
- Impact on the amenity of the nearest residential properties;
- Interface with existing commercial properties;
- Crime and disorder issues.

Permission is sought for the erection of up to 38 apartment dwellings, including car parking and the provision of on site private amenity space for occupiers.

Design Quality and Density

The proposed density within the current proposal is approximately 122 dwellings per hectare. The Council will encourage development of 30 dwellings or more to the hectare in accordance with PPS3. The prevailing character of the area is relatively high density, terraced properties with provision of rear yard space and on street car parking and recently approved apartments to the east of the site boundary. The proposal therefore reflects, in general the density levels and character of the immediate surrounding area.

The existing residential built character of the area is quite traditional with use of in the main red brick and grey slate and tile, many with architectural details enhancing the existing properties. The site is on land, which has a slight fall in level from the highest point nearest to the access road to the rear of Regent Road, sloping downwards towards the South and East of the site. Although not a conservation area, the area does have a distinctly mature character and is one of the main access routes through to Victoria Park to the North.

The proposal replaces the existing Appleton village frontage with a strong building line, which enhances the existing built form in the area. However, the proposal is to allow access through an archway in Block One, with apartments above. This will restrict access to all large vehicles such as fire appliances and refuse wagons. The elevation quality is acceptable in that it introduces design features such as Juliet balconies and a mix of brick and renders to break up the long elevations. The main brick and tile materials will be agreed through planning condition requirements and will be reflective of the character of the area.

On Site Private Amenity Space

The New Residential Development Guidance Supplementary Planning Guidance 1999 has a policy on garden provision. It states that the minimum standard of provision for flats is 25m² per unit of open space/ landscaping.

More recently the new Government Planning Policy Statement on Housing (PPS3) has given increased emphasis to achieving higher design quality. It lists the matters to consider when assessing design quality (paragraph 16).

This includes the following:

- Provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies.
- Particularly where family housing is proposed it will be important to ensure that the needs of children are taken into account and that there is good provision of recreational areas, including private gardens, play areas and informal play space. These should be well designed, safe, secure and stimulating areas with safe pedestrian access.

This development of 38 apartments would require 950m² of private amenity space on site. The current proposal shows only 486m². The proposal is therefore 465m² (49%) short of the minimum standard.

Due to the lack of sufficient private amenity space provided on site, this proposed development does not comply with PPS 3 nor the Council's minimum standard in New Residential Development Guidance.

There are no exceptional circumstances or other material considerations that allow these adopted Council standards to be reduced at this site. The proposal is therefore an over development which can only be resolved by a reduction in the number of units on site.

Highway Safety

There are no objections in principle to the proposal in relation to the capacity of the adjacent highway network.

However there are a number of outstanding problems that arise due to the over development of the site particularly the archway access through Block One on Appleton Road. These are as follows:

- The applicants proposal for fire access. The current proposals do not allow fire engines access off Appleton Road into the internal access road and car parks.
- The applicants proposals for access for the refuse wagon, that only allows for bin collection from Appleton Road.
- The need for a revised parking layout and alteration of kerb layout at the entrance.
- The access to the bin store, proposed at the entrance, for residents in Block 2, is situated at least 60 metres away. It would be unreasonable to expect residents, particularly the elderly and infirm to carry their refuse this distance to the bin store.

Residential Amenity

The nearest affected existing residential properties are those which have their rear windows facing the site, situated along Regent Road. Those specifically affected would be the first set of semi-detached properties, one currently called Reymead and the terraced properties adjacent to these from No's 2-28 (evens only) Regent Road. These properties currently overlook the site and have uninterrupted distant views across the River Mersey at first floor level. The rear boundary of these properties consists of a brick wall of over 2 m in height. The land immediately to the rear of these properties is a rear access way not included within the application site.

The individual properties most affected by the proposal are Reymead and No's 2-6 Regent road which are closest to the proposed 3 storey apartment block fronting Appleton Village and No's 14-20, whose rear windows directly face the side elevation of the proposed 2 and half storey apartment block proposed to the east of the site. In doing so, it is important to note the existing commercial use of the site, its poor visual appearance and disturbance potential and the overall improvement to the site that would result through its re-development and also that an objection based on the loss of a particular view is not material to the determination of a planning application.

The nearest property to the apartments fronting Appleton Village, Reymead, has rear facing habitable room windows, which are 13m from the side elevation of the building, with the rear boundary 6m from the elevation. However the rear windows do not directly face the elevation and the building would be viewed at an oblique angle from these windows.

As a result when assessed purely against Policy H3 (New Residential Development), the minimum distance of 13 m from habitable room windows, is achieved by both the proposed apartments.

The nearest properties to the proposed apartment building to the east of the site side are No's 14-20 Regent Road, which directly face the side elevation of this block. The properties have rear kitchen windows at ground floor level that

generally face the existing brick rear boundary wall. The applicant has amended the plans ensuring a reduction in the overall ridge height to 8.0m and the side blank elevation is shown at it's closest, 14m from the rear windows of the terraced properties on Regent Road. The Council's policy seeks to protect the visual amenity of existing residential properties by ensuring that new development, which has a blank elevation facing habitable room windows of properties, is at least 13 m distance from such windows. Kitchen windows are not considered as habitable rooms when applying this policy.

The new 2.5 no. storey apartment block adjacent to the site to the east has its side elevation 13m from the facing habitable room windows of the proposed apartments. However, there are only obscured bathroom windows in this elevation. As a result there is minimal harm to the amenity of the future occupiers of the proposed apartments, given that there are no habitable rooms facing and the windows of the proposed apartments face towards the side elevation of the existing block. On this basis the proposal satisfies the Council's interface standards.

In view of this, it is considered that on balance the effect of the proposed building to the east of the site will be acceptable in policy terms when all factors of the existing site circumstances are taken into account.

One resident has raised concerns in relation to the proposed bin storage area near the secure gated access to the site. It is considered that as the bin store will be secured, which will be a requirement of a planning condition, and that it is integral to the design of the building, it will be fully enclosed and separated from the adjacent existing properties by the side elevation of Block 1, As a result, there will be infrequent occasions where their use results in harm to the adjacent occupiers. However, the position of the bin store, as referred to above, is not easily accessible from Block 2.

Interface with Existing Commercial Properties

Adjacent to the application site to the south, are the existing commercial premises of a glazing sales and manufacturer and enclosed garage. The proposed apartment blocks have no windows, which directly face the south of the site. It is considered that, given the orientation of windows and provision of substantial boundary treatment to the south, that the potential for disturbance to the future occupiers will be sufficiently minimised.

Details of the proposed boundary treatment will be dealt with through the attachment of a planning condition.

Crime and Disorder Issues

Comments from neighbours have been raised with particular regard to the provision of the through access on Block 1, fronting Appleton Village and its potential to encourage misuse of the space by unwelcome visitors.

It is considered that given the provision of security gates, which will only be accessed by occupiers and their visitors, and the surveillance of the area offered by the residents of the apartments, that this would minimise the chances of misuse.

Appropriate means of lighting for the area, to be provided through the attachment of a planning condition and the provision of secure gates throughout the lifetime of the development, could also help. However, the concerns of the residents over misuse of this area are understood and shared.

RECOMMENDATION:

Refuse on the grounds that the proposal is contrary to Policies BE1 and BE2 of the Halton Unitary Development Plan, the Council's Supplementary Planning Guidance on New Residential Development and PPS 3, in particular the lack of amenity space, poor layout and over development of the site that would adversely affect the amenity of the future residents of the site.

PLAN NUMBER: 07/00111/OUT

APPLICANT: English Partnerships, Arpley House, 110 Birchwood Boulevard, Warrington

PROPOSAL: Outline application with all matters reserved for the development of up to 320 residential dwellings

ADDRESS OF SITE: Land at Sandymoor South, Runcorn

WARD: Daresbury

SUMMARY RECOMMENDATION:

Approve with conditions

CONSULTATION AND REPRESENTATION:

The application was advertised in the local press and by a site notice displayed near to the site. The nearest affected occupiers of the adjacent and nearby residential properties were notified by letter. United Utilities, Environment Agency, Woodland Trust, National Grid, Sandymoor Residents Association, the Council's Highway Engineers and Environmental Health Officer and Landscapes Officer have all been consulted.

Comments have been received from local residents concerning: -

- The spoiling of a pleasant area
- Increase in noise and pollution
- Loss of existing woodland and natural habitat

- Impact on wildlife including owls, bats and badgers
- Diversion of footpath
- The need for a 'brief plan' to address the constraints of the site
- Potential for high density mews and apartments due to proposed numbers on this and adjacent site
- The need for conditions relating to hours of work, contractors parking, protection of species

Any further comments received will be reported orally.

There have been no comments received from the statutory consultees at the time of writing the report. Any comments received will be reported orally.

SITE/LOCATION:

The site is part of the wider Sandymoor housing land allocation and is currently greenfield, undeveloped land. It lies at the southern end of Walsingham Drive, lying between the Bridgwater Canal and the Manchester-Chester railway line.

RELEVANT HISTORY:

The site is part of the overall housing land allocation within the current and the emerging Draft Supplementary Planning Document for the Sandymoor Masterplan. The site benefits from a "Section 7(1)" planning approval under the New Towns Act for residential development and areas of greenspace. However, English Partnerships are now committed to progressing the development of their residential land holdings/sites through traditional planning procedures under the Town & Country Planning Act. i.e. by making applications to the Local Planning Authority.

Planning permission has been granted for up to 149 dwellings on the land adjacent to this area to the north, reference 06/00318/OUT, known as Site 12.

This current planning applicant seeks permission for residential development on areas currently shown as green space within the Halton Unitary Development plan and as such, the application has been advertised as a 'notifiable departure' from the adopted development plan. Members should be aware that concurrent to this application, English Partnerships have submitted a separate planning application to define land to the north of Sandymoor, to the rear of Glastonbury Close and Sherborne Close as greenspace. These areas of land are currently shown as allocated residential sites within the Halton Unitary Development Plan. Following the production of the Sandymoor Masterplan review, which has undergone significant public consultation and is progressing towards full adoption as a Supplementary Planning Document, the opportunity was taken to review the overall Masterplan layout. The two applications effectively 'swap' the land uses over to take account of the best use of land and potential flooding issues.

DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The Council's New Residential Supplementary Planning Guidance is relevant to this application, as are the following key policies within the adopted Unitary Development Plan; S2 The Built Environment; S13 Transport; S18 Provision of Land for Housing; S25 Planning Obligations; BE1 General Requirements for Development; BE2 Quality of Design; GE21 Species Protection; GE24 Protection of Important Landscape Features; GE 25 Protection of Ponds; GE27 Protection of Trees and Woodland; PR6 Land Quality; TP1 Public Transport Provision as Par of New Development; TP7 Pedestrian Provision as part of New Development; TP9 The Greenway Network; TP12 Car Parking; TP14 Transport Assessments; TP16 Safe Travel for All; H1 Housing Land Allocations; H3 Provision of Recreational Greenspace; H4 Design and Density of New Residential Development; New Residential Supplementary Planning Guidance; draft Open Space Supplementary Planning Document; the emerging draft Sandymoor Masterplan Supplementary Planning Document; and the Designing for Community Safety Supplementary Planning Document.

As part of the proposal the applicant has agreed to make a capital contribution commuted sum towards the provision of leisure, recreational, landscape, infrastructure and educational facilities within the area (and in accordance with the established Masterplan) as well as towards highway improvements.

The proposal meets the sustainability objectives of the Council.

OBSERVATIONS AND ISSUES:

The main issues and material planning considerations arising as a result of the proposal are: - compliance with emerging Sandymoor Masterplan SPD, housing density; design quality; highway safety; impact on the amenity of the nearest residential properties, impact on existing trees, habitat and wildlife, potential impact on Windmill Hill Neighbourhood Centre.

Density

Outline planning permission is sought for the erection of up to 320 dwellings on a site area of 22.98 hectares. At this stage all matters are reserved for future approval. The future submission of the details of the site will need to reflect the New Residential Guidance and the design codes within the emerging Sandymoor Masterplan SPD.

The proposed average density within the current proposal is 32.6 dwellings per hectare, based on net density. The Council encourage development of 30 dwellings or more to the hectare in accordance with Policy H2 of the Halton UDP and Planning Policy Statement 3 - Housing.

The existing prevailing character of the wider Sandymoor area is low density, detached properties with provision of private garden space and off street car

parking. The most recently completed housing developments within the area have incorporated a wider mix, with developments incorporating apartments and mews town houses. It is envisaged that the detailed proposals will incorporate a mix of residential types, comprising both apartments and townhouses.

Design Quality

This proposal is in outline only and as such, detailed matters relating to design and layout, accesses and landscaping will be dealt with on the related reserved matters application when that is submitted.

In relation to this application a condition will be attached to ensure that the final number of dwellings and type of dwelling is dependent on the overall scheme satisfying restrictions on site and the terms of the Sandymoor Masterplan Supplementary Planning Document, New Residential Guidance and policies of the Unitary Development Plan.

Highway Safety

There is no objection in principle to the use of the access from Windmill Hill Avenue East to the south of Sandymoor as proposed. Off site improvements may be required to facilitate this appropriate to highway safety standards, which can be done through the attachment of a Grampian style condition, any requirements will be reported orally to committee.

The proposed development has the potential for increased levels of vehicle and pedestrian movements along Walsingham Drive and Village Street. Negotiations are continuing between English Partnerships and the Council's Highways Engineer, who will advise on the technical highway requirements to ensure that the detailed development achieves objectives of Home zone principles and achieve the Council's highway safety standards. Conditions were attached to the planning permission for Site 12, adjacent, relating to the provision of written agreements for construction routes and the provision of traffic calming along Walsingham Drive. These conditions will also be attached to this permission to ensure that the highway conditions are acceptable in the event that Sandymoor South is constructed before commencement on Site 12 and to safeguard residential amenity during the course of construction.

Residential Amenity

The nearest residential properties directly affected by the proposal are those properties which back onto the proposed new access road from Windmill Hill Avenue East on Culford Close, Farnley Close, Harvard Close, Adlington Road and those along Walsingham Drive which will be used for access to the development.

This road is proposed to be used as a main access into the southern end of Sandymoor, the subject of this application. The existing properties are

currently mostly approximately 22m or more away from the existing unused roadway, with No.33 Adlington Road approximately 15m from the existing road. Although the roadway is likely to be widened to accommodate safe two way vehicular movement, it is considered that due to the distance from the roadway to the houses, the existing landscaping lying between the roadway and the housing and the gradient of the land, that the use of this road will not result in significant harm to residential amenity.

The distance of the area of proposed dwellings alongside the Bridgwater Canal will be at least 45m from the nearest existing residential properties to the west of the Canal and will therefore comply with the New Residential Guidance interface distances. Although the proposal will result in a very different outlook for the properties to the west of the Bridgwater Canal, from current undeveloped land to a built residential area, this is not material to the consideration of the determination of the planning application.

Trees and Wildlife

The land has a variety of natural habitat including a selection of tree, hedge growth and ponds. The applicant has submitted an Ecological Assessment; Arboricultural Report and Mitigation Strategy; and Amphibian Mitigation Strategy. These reports are currently under consideration and further comments will be reported orally. It will be a requirement for as much as possible of the existing landscape and habitat be retained and incorporated into the wider scheme to conform to the principles of the emerging draft Sandymoor Masterplan SPD. It is likely that conditions will be recommended to this end.

Potential Impact on Windmill Hill Neighbourhood Centre

An assessment provided in respect of the proposed Local Centre makes the case that residents of Windmill Hill are not likely to use the proposed Sandymoor Local Centre as an alternative to Windmill Hill Neighbourhood Centre. It is suggested that the use of the new proposed access through Sandymoor South, by other residents in the wider area, would be limited by restrictions to the existing and proposed highway network to ensure a tortuous route to the Sandymoor Local Centre from the southerly direction by residents in the wider area. As such it is accepted that the opening of the route through to Sandymoor South will not result in a significant detrimental impact on the sustainability of the Windmill Hill Neighbourhood Centre.

Conclusion

The outline proposal, which complies with the direction and policies contained within the revised and emerging Sandymoor Masterplan and represents a managed and considered way forward for dealing with known flooding risks and the implications that has upon land use distribution within Sandymoor, offers a sensible way forward. It is considered that, although departing from the Unitary Development Plan, in the concurrent provision of a similar area of greenspace in the north, that the Council is not jeopardising the justification

for the original UDP provision or the overriding objectives of that plan. This application furthers the development of the Sandymoor area and will underpin medium term housing supply in the Runcorn East area and inward investment in the Borough as a whole.

Whilst the application is technically a variation to the approved Development Plan, it is intended to consult with and formally refer, if required, with/to GONW before any decision is issued.

RECOMMENDATION:

Approve subject to:

Conditions relating to the following:

1. Reserved matters condition for the submission of and approval prior to the commencement of development; (in accordance with the Town & Country Planning Act 1990)
2. Time limit for the submission of reserved matters; (in accordance with the Town & Country Planning Act 1990)
3. Time limit for the commencement of development; (in accordance with the Town & Country Planning Act 1990)
4. Reserved matters to be submitted and carried out as approved; (in accordance with the Town & Country Planning Act 1990)
5. The number of final dwelling dependant upon the scheme satisfying all the conditions and restrictions imposed on the outline permission; (H2, BE1 and BE2 – New Residential Guidance and Sandymoor Masterplan SPD)
6. Prior to commencement the provision of an agreed traffic calming system to be provided along Walsingham Drive; (BE1 and TP17)
7. Prior to commencement the details of vehicle access to be agreed (including off site works); (BE1 and BE2)
8. Prior to commencement written details and agreement of construction vehicle access routes and construction car parking; (BE1)
9. Development to be in accordance with the approved design guide where this does not conflict with Council policy; (H2, BE1 and BE2, New Residential Guidance and Sandymoor Masterplan SPD)
10. Suitable provision of car parking including disabled parking in accordance with Council policy; (BE1 and BE2)
11. Prior to commencement provision of pre-development site levels and proposed finished floor levels; (BE1)
12. Existing tree survey and measures for protection during construction; (BE1 and GE27)
13. Prior to commencement detailed landscaping scheme to be submitted and approved; (BE1 and GE27)
14. Prevention of any tree felling without consent; (BE1 and GE27)

15. Prior to commencement terrestrial habitats survey and necessary mitigation measures; (BE1, GE21 and GE25)
16. Prior to commencement a scheme of protective measures for wildlife during the course of construction to be submitted and approved; (BE1, GE21 and GE25)
17. Prior to commencement a survey for ground nesting birds to be submitted and approved; (BE1 and GE21)
18. Prior to commencement provision of a scheme showing 6m wide strip between the proposed development and Sandymoor Main Ditch to be approved and implemented prior to commencement; (BE1 and GE21)
19. Prior to commencement provision of scheme of boundary treatment and landscaping scheme to Sandymoor Main Ditch to be approved and installed prior to commencement on site; (BE1 and GE21)
20. Prior to commencement provision of mitigation scheme for great crested newts to be implemented prior to commencement on site (BE1 and GE21)
21. Prior to commencement ground investigations for potential pollutants and remediation scheme where necessary; (BE1 and PR6)
22. Prior to commencement provision of a drainage scheme to be submitted and approved; (BE1)
23. Prior to commencement details of protection during development of adjacent woodland to be submitted and approved; (BE1, GE21 and GE27)
24. Prior to commencement provision and use of wheel cleansing facilities during course of construction to be submitted and approved; (BE1)
25. Restricted hours of development and deliveries related to development during construction period; (BE1)
26. Provision of required bin storage facilities for all individual dwellings at developer's expense. (BE1)

It should be noted that a the applicants have already entered a legal agreement in respect of all new residential properties within Sandymoor, which will attract further financial contributions towards local infrastructure etc;

PLAN NUMBER:	07/00132/FUL
APPLICANT:	Priority Sites Ltd
PROPOSAL:	Proposed erection of 3 no. two storey units mixed use (B1, B2 and B8) Hybrid units and 7 no. two storey units (B1) office units.
ADDRESS OF SITE:	Land to south of Dennis Road at junction with Earle Road, Widnes

WARD: Riverside

SUMMARY RECOMMENDATION:

Approve with conditions

CONSULTATION AND REPRESENTATION:

The application was advertised on site and by way of press notice.

There was neighbour consultation carried out with the adjoining landowners where no objections have been received.

Health & Safety Executive, Environment Agency and United Utilities have been consulted. The Health and Safety Executive and United Utilities have no objections to the proposal.

The Environmental Health Officer, Council's Highways Engineer, and Landscape Officer have also been consulted. Any issues raised will be discussed in the Observations and Issues Section of this report.

SITE/LOCATION:

The site is located to the south of Dennis Road at the junction with Earle Road within the Widnes Waterfront EDZ area.

RELEVANT HISTORY:

Planning permission has been granted for 3 no. two storey units (B1, B2 & B8 use) and 7 no. two storey units (B1 use) by this Committee in March 2006 (Application 06/00031/FUL).

DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The site is allocated as Widnes Waterfront Action Area in the Halton Unitary Development Plan (UDP) where policy RG3 Action Area 3 Widnes Waterfront is of relevance. The Widnes Waterfront Supplementary Planning Document is also of relevance.

Policies BE1 General Requirements for Development, BE2 Quality of Design and PR14 Contaminated Land, E5 New Industrial and Commercial Development, TP6 Cycling Provision as Part of New Development, TP7 Pedestrian Provision as Part of New Development, TP12 Car Parking and TP16 Green Travel Plans.

OBSERVATIONS AND ISSUES:

The proposal is for a total of 10 no. units for business uses, with access off Dennis Road. The units are designed to be flexible, as no end users are

known. This is a resubmission of the previous application, as there have been minor changes to the elevations and size of the units. The units varying in size from 214m² to 283m².

Policy

The site is allocated within the Widnes Waterfront Action Area where policy RG3 is of relevance.

The site is also within the Supplementary Planning Document where this use is appropriate.

Design and Access Statement Principles

The Design and Access Statement that accompanies the application is satisfactory. It provides a contextual appraisal of the proposed development and goes into detail about the internal layout and design process recommended by Circular 01/2006.

For the purposes of this report the details proposal will be discussed under the headings of design and access only.

i) Design

The proposal is for 3 no two storey units (B1,B2 & B3 use) and 7 no two storey office units (B1 use). These are serviced by separate accesses where there are smaller communal courtyards.

The units A and B have been designed to reflect the corner part of the site. They are the largest units and are for office use (B1 use) only. The materials are a mix of brick, cladding and glazing with colours to be agreed. A condition can be added to ensure that good quality conditions of an appropriate colour are provided.

There is one other stand-alone unit and the remainder are grouped together in pairs. The same design using a mix of brick, cladding and glazing has been used to ensure a good quality scheme is provided on this prominent site.

The scheme has taken into account and fulfilled the objectives on design in the Widnes Waterfront Supplementary Planning Guidance.

ii) Access

The vehicular access is to be taken off Dennis Road. There is provision made for pedestrian access from both Earle Road and Dennis Road, which will also be a cycle path.

The former pathway, from Earle Road, will be upgraded to provide a secondary emergency vehicular access. This can be provided whilst still maintaining the existing landscaping features along Earle Road.

Dropped kerbs will be provided at all road crossings. All units will be designed with level entrance thresholds and suitable lifts will be installed to all units.

Landscaping

The main elements of landscaping will be on the boundary of the site along Dennis Road and Earle Road. There will also be some smaller areas of landscaping within the scheme, which is a mix of trees and low level planting. A condition can be added to ensure that the landscaping is maintained at all times within the scheme.

Highway Safety

The issues of access have been discussed above. The internal road layout and cycle paths are all adequate and comply with highways standards.

The main requirements with regards to access, cycle parking and car parking are satisfactory and have been shown on the plan.

Ground Conditions

A site investigation has been carried out and certain remediation was suggested. Therefore prior to any works commencing on site a remediation plan is required. A condition can be added requesting a remediation plan.

Summary and Conclusions

The scheme has taken into account the objectives of the Widnes Waterfront Supplementary Planning Document and meets these objectives. This is a high quality development and fits in with the proposals shown on the adjacent sites. The applicant's have considered and applied the objectives of the SPD when designing the scheme.

The proposal meets the regeneration ambitions of the area and will provide employment opportunities. This proposal will enhance the image of the area and boost confidence in the EDZ for further investment.

RECOMMENDATION:

The proposal is therefore recommended for approval subject to the following conditions:-

1. Standard commencement condition
2. Submission of good quality materials (Policy BE2)
3. Car parking and layout (Policy BE1)
4. Boundary treatment (Policy BE2)
5. Landscape details (Policy BE2)
6. Remediation plan following site investigation (PR14)
7. Provision of green travel plan (TP16)

8. Provision of bin storage/waste disposal (BE1)
 9. Restriction on external storage (BE2)
 10. Use restrictions (BE1)
 11. Restriction on HGV's using certain areas of the site (BE1)
 12. Use of wheelwash during construction (BE1).
-

PLAN NUMBER: 07/00133/FUL

APPLICANT: The Orchid Group Ltd

PROPOSAL: Proposed instillation of 2 No. (3m x 3m) Jumbrellas with external smoking area and instillation of new up/ down lights to the main façade at

ADDRESS OF SITE: Upton Tavern, Upton Lane, Widnes.

WARD: Birchfield

SUMMARY RECOMMENDATION:

Approve with conditions.

CONSULTATION AND REPRESENTATION:

Adjoining properties have been consulted and the application advertised by means of site notice. The Council's Highways and Environmental Health have all been consulted.

The Council's Highways Engineer raises no objection to the proposal. Any further representations will be reported orally at Committee.

10 letters of objection have been received in respect of the application. These raise concerns relating to the following:-

- The pollution from the heaters.
- Increase in noise disturbance and anti social behaviour.
- The adverse affect on property values.
- The impact of smoke from the smoking area.
- Suggestion to move them to the rear.
- Previous issues with the premises relating to anti social behaviour and damage to property.
- Visual aspect to an unwelcome eyesore.

SITE/LOCATION:

The site is located off Upton Lane in a residential area.

RELEVANT HISTORY:

Permissions were previously granted/ allowed (00/00351/ADV and 00/00357/FUL) for advertising consent and a rear extension to the property.

UNITARY DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The site is allocated as within a residential area in the Halton Unitary Development Plan (UDP) and the key policies, which relate to the development, are:-

BE1: General Requirements for Development

BE2: Quality of Design

PR2: Noise Nuisance

OBSERVATIONS:

Permission is sought for the installation of 2 No. (3m x 3m) Jumbrellas fixed into the ground with external heating and lighting and the installation of new up/down lights to the main facade.

Legal Issues

The use of the outside area as part of the overall planning unit has not changed, therefore the application only relates to the permanent structures.

The outside seating area is licensed until 23:20, this is considered reasonable. If the use of the outside area generates any noise complaints, these are dealt with under Environmental Health Legislation and the Licensing Act. If the problems relating to noise persists then this in turn can affect the licence for the property. Ultimately the premises licences can be brought before the Licensing Committee and changes to the licences made.

Noise Issues

The premises have been the subject of numerous complaints relating to noise, some relating specifically to noise from licensed activities and some relating to the misuse and vandalism unrelated to the business at the premises.

Previously there have been a number of benches to the front of the property. Permission for such benches would not be required, providing they were not substantially fixed into the ground. Therefore although there are reservations over the noise this proposal would create it is not considered to be more than what would be caused if the application were refused.

In addition the residents have raised issues of anti social behaviour to the front of the property. This proposal would reduce the potential of the seating being vandalised and removed from the premises as the Jumbrellas would be fixed to the ground.

If the proposed Jumbrellas were placed to the rear of the property this would increase the noise to the residents surrounding the rear of the property with a lower existing background noise level than there would be to the front and would not reduce the noise nuisance to the front from customers waiting for taxis etc. Also if the proposed development were to the rear of the property, this would potentially create an area which would have no natural surveillance and therefore an increase in anti social and illegal behaviour.

RECOMMENDATION:

Approve, subject to conditions relating to:

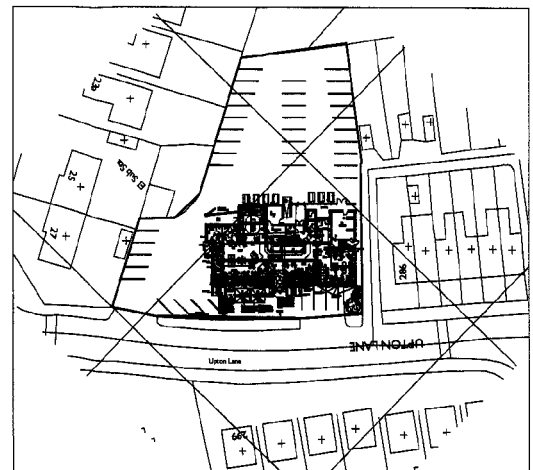
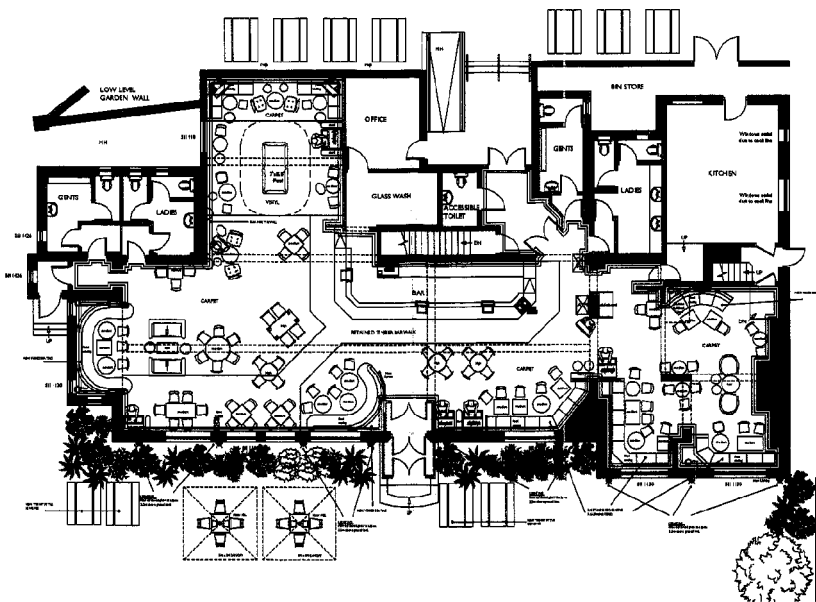
1. The floodlights shall at no time exceed the Institution of Lighting Engineers guidance (PR4)
2. The floodlights shall be removed within one month of them no longer being required (BE1)
3. The structure shall be removed after a period of three years



PLAN 6b PLAN NUMBER 07/00133/FUL LAYOUT PLAN

DEVELOPMENT CONTROL
COMMITTEE

16 April 2007



SITE LOCATION PLAN
SCALE: 1:500

GENERAL ARRANGEMENT
SCALE: 1:100

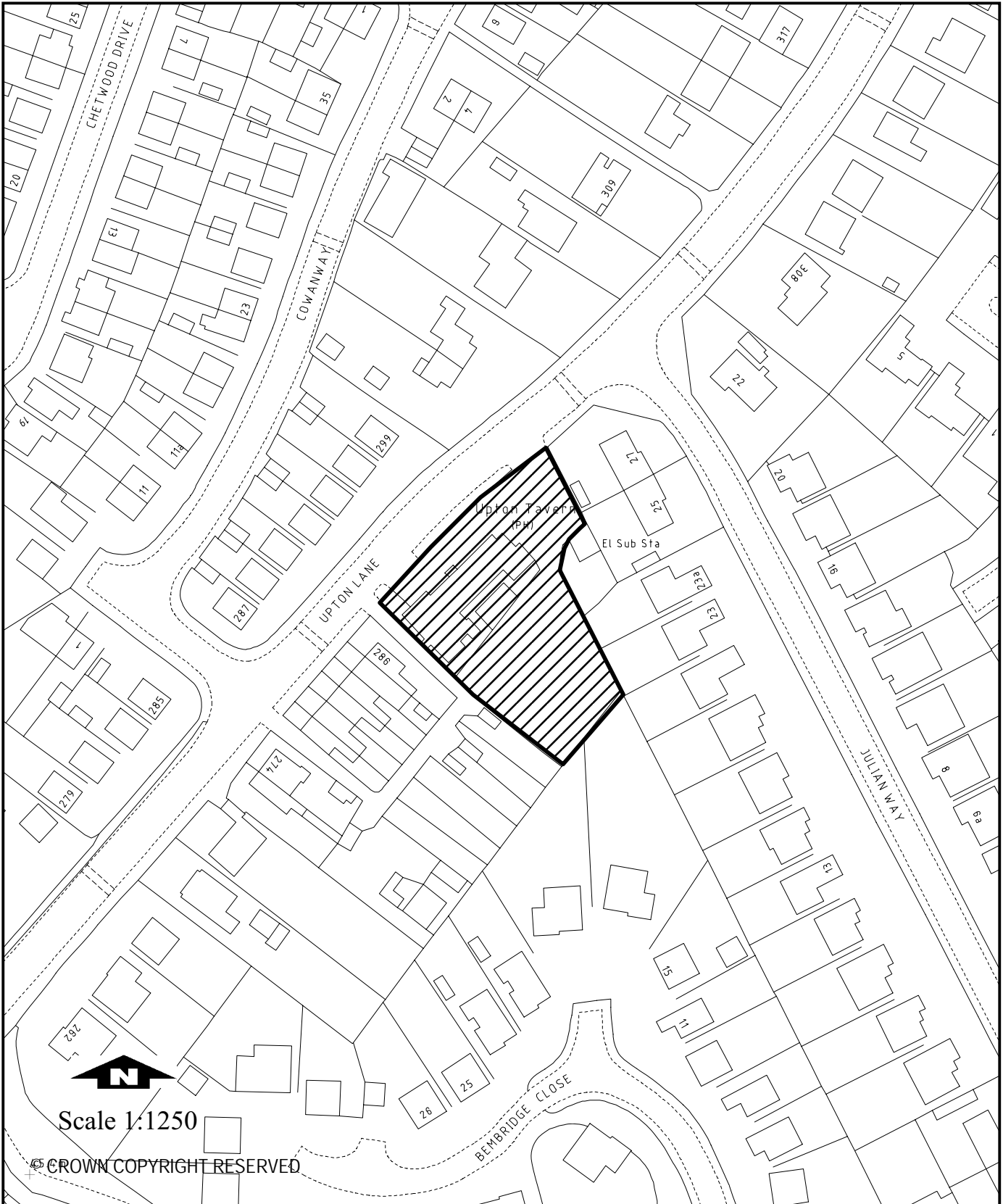


PLAN 6a

PLAN NUMBER 07/00133/FUL

DEVELOPMENT CONTROL COMMITTEE

16 April 2007





PLAN 5c
PLAN NUMBER 07/00132/FUL
PROPOSED ELEVATIONS

DEVELOPMENT CONTROL
COMMITTEE

16 April 2007

07/00132/FUL

Ground Floor

First Floor

Rear Elevation

Side Elevation

Front Elevation

Side Elevation

Ref	Description	Date
1	Initial Submission	14/03/07
2	Revised Submission	11/04/07
PLANNING ISSUE		
1	Submission of revised plans	11/04/07
2	Submission of revised plans	11/04/07
PLANNING ISSUE		
Priority Sites Ltd Proposed Development Works Watlington		
Processed Office: Block Plans & Elevations Units A & B		
Gilling Dod Architects		

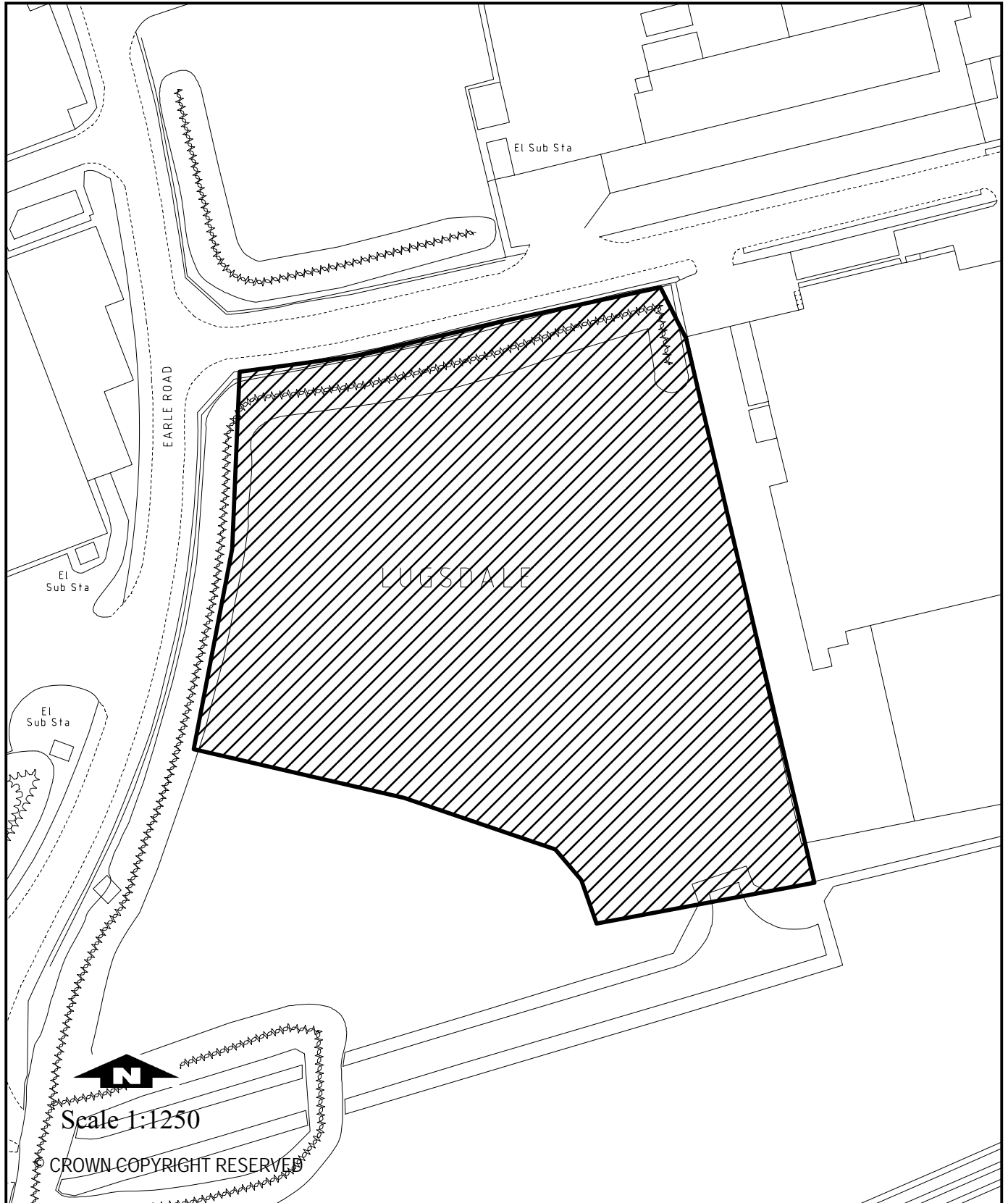


PLAN 5a

PLAN NUMBER 07/00132/FUL

DEVELOPMENT CONTROL COMMITTEE

16 April 2007



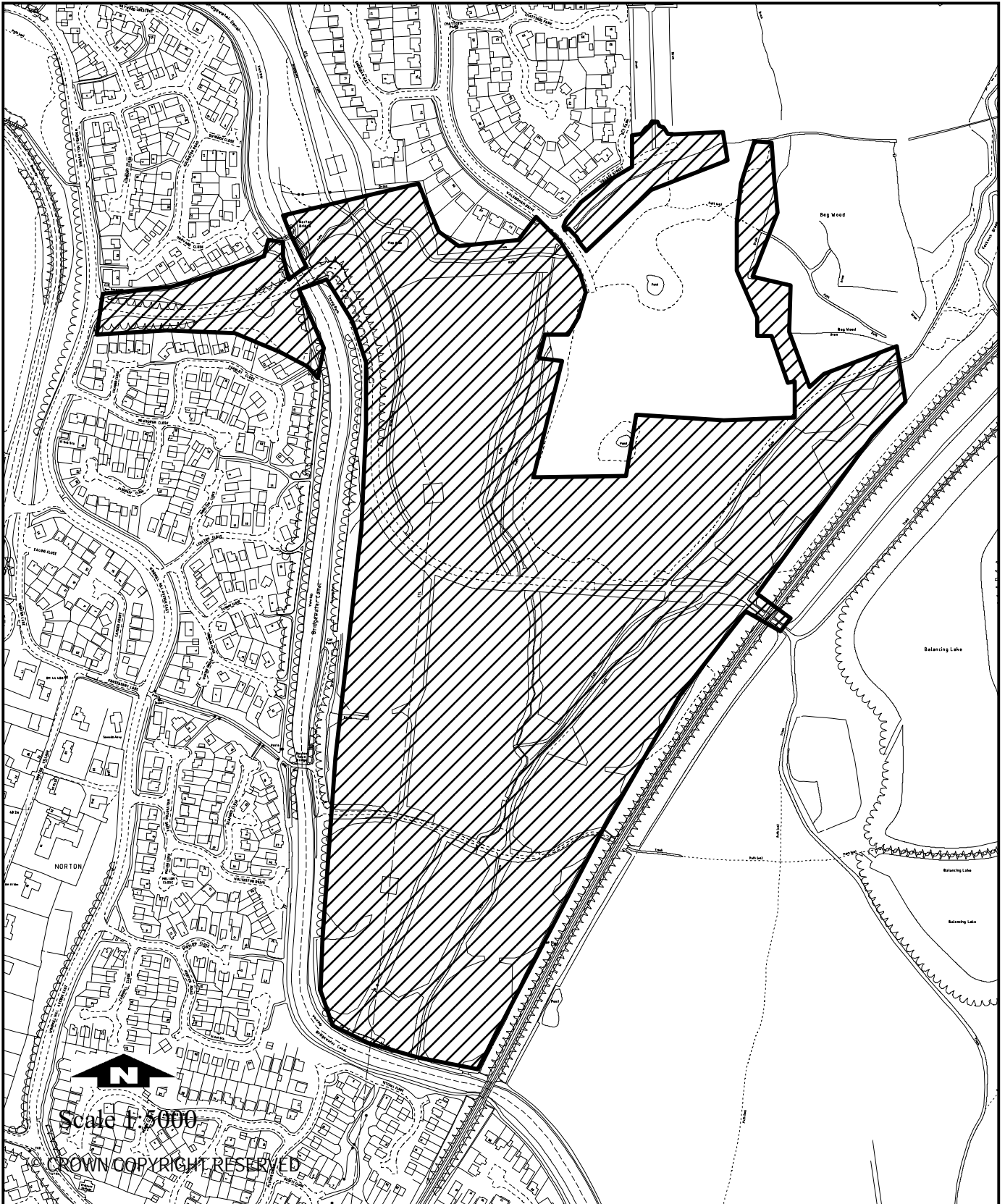


PLAN 4a

PLAN NUMBER 07/00111/OUT

DEVELOPMENT CONTROL COMMITTEE

16 April 2007

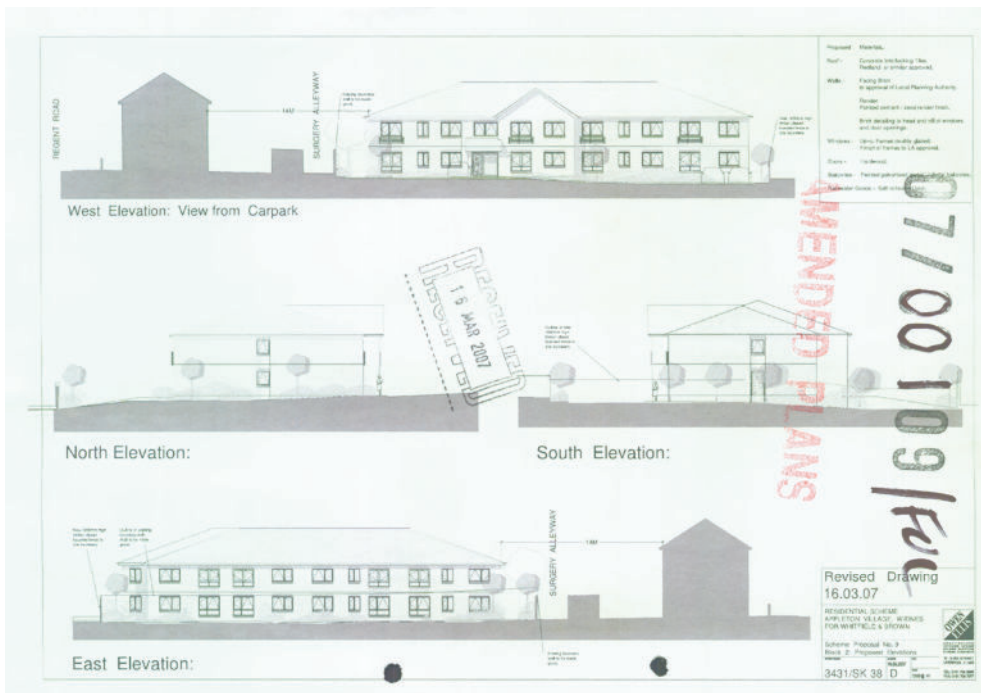
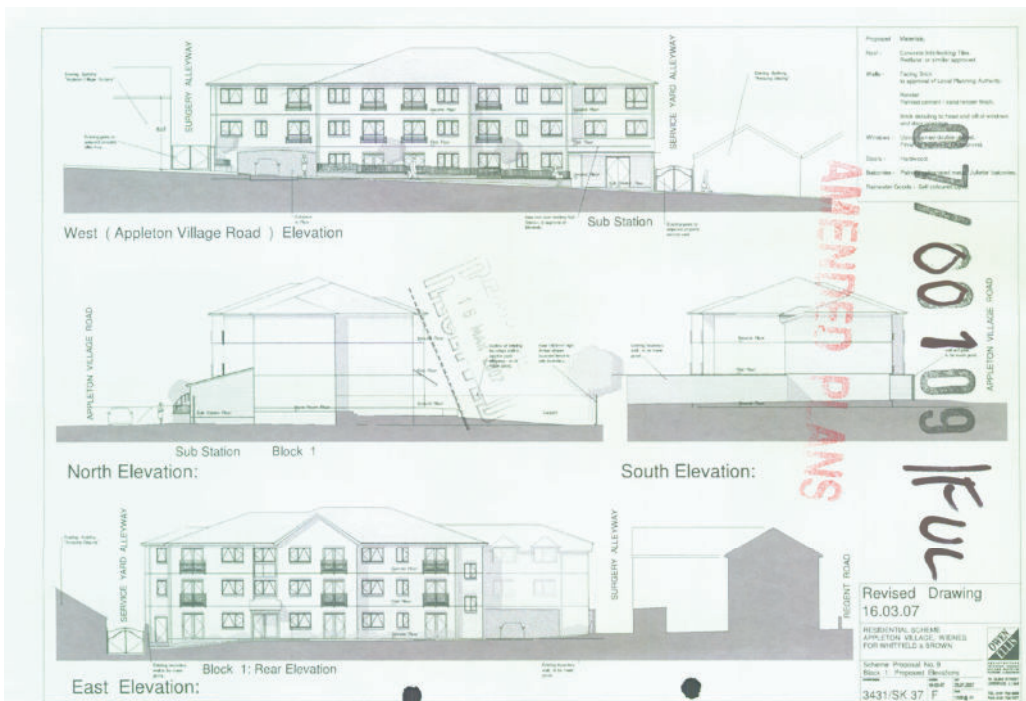




PLAN 3c PLAN NUMBER 07/00109/FUL PROPOSED ELEVATIONS

DEVELOPMENT CONTROL
COMMITTEE

16 April 2007

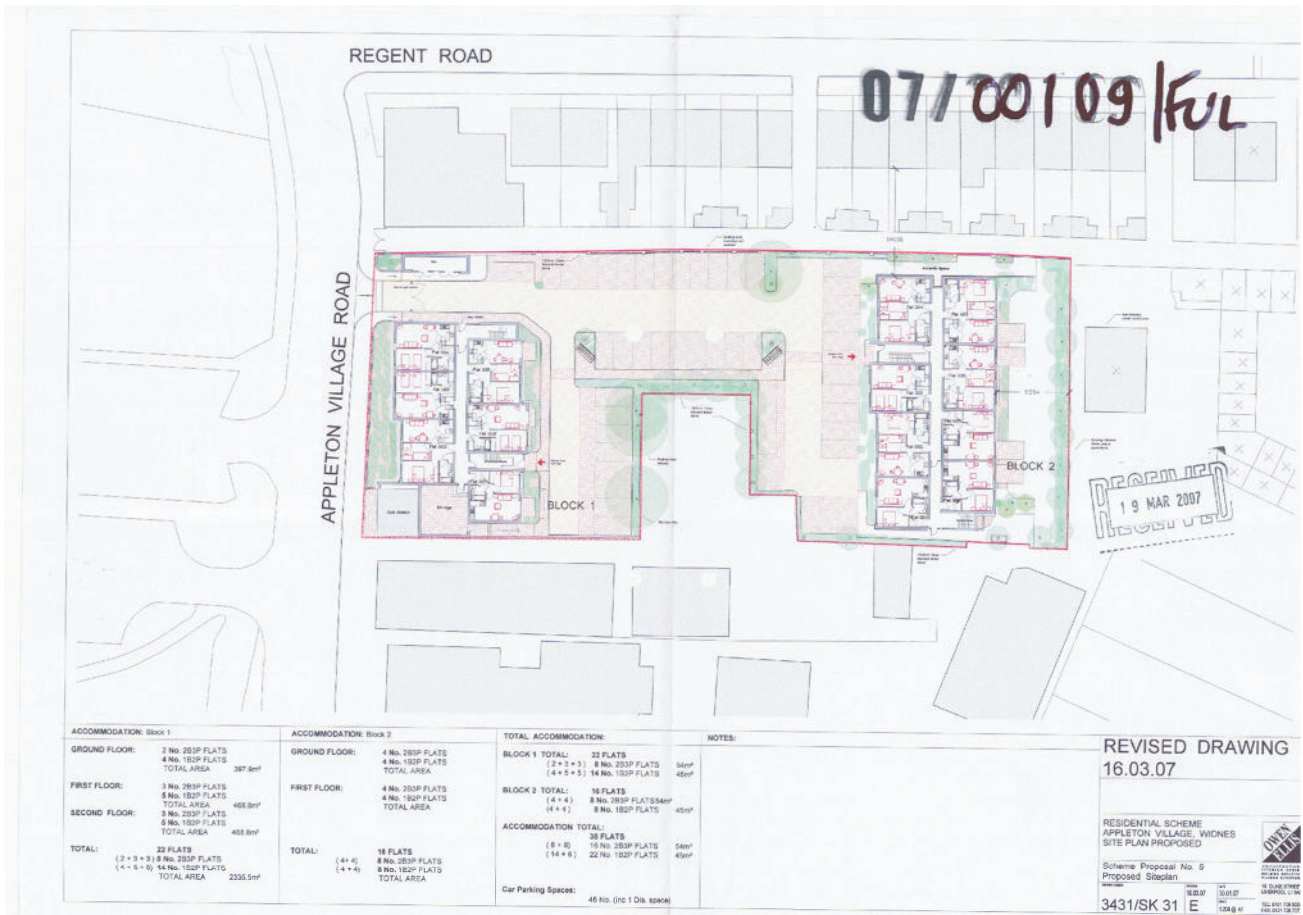




PLAN 3b PLAN NUMBER 07/00109/FUL LAYOUT PLAN

DEVELOPMENT CONTROL
COMMITTEE

16 April 2007



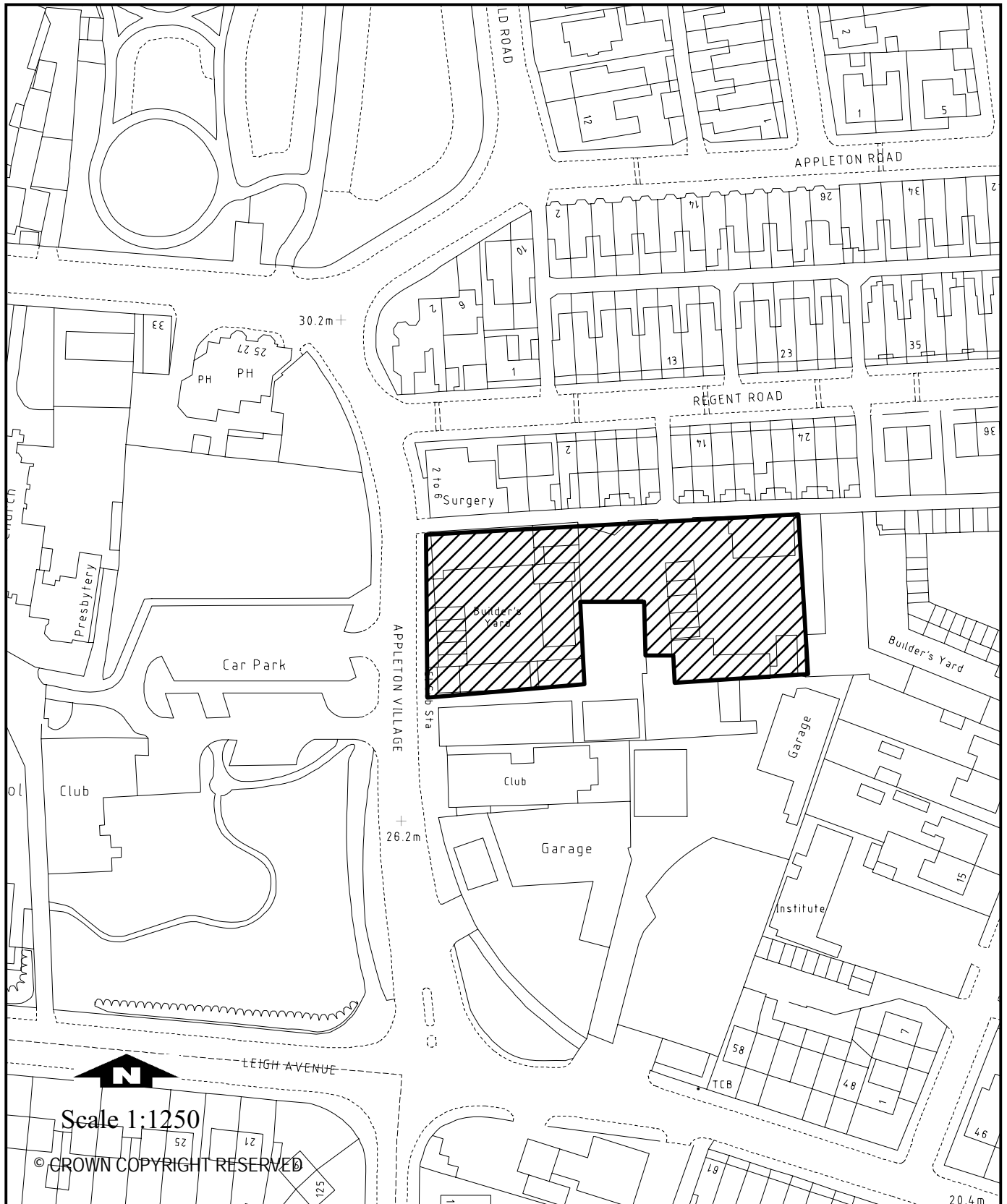


PLAN 3a

PLAN NUMBER 07/00109/FUL

DEVELOPMENT CONTROL COMMITTEE

16 April 2007



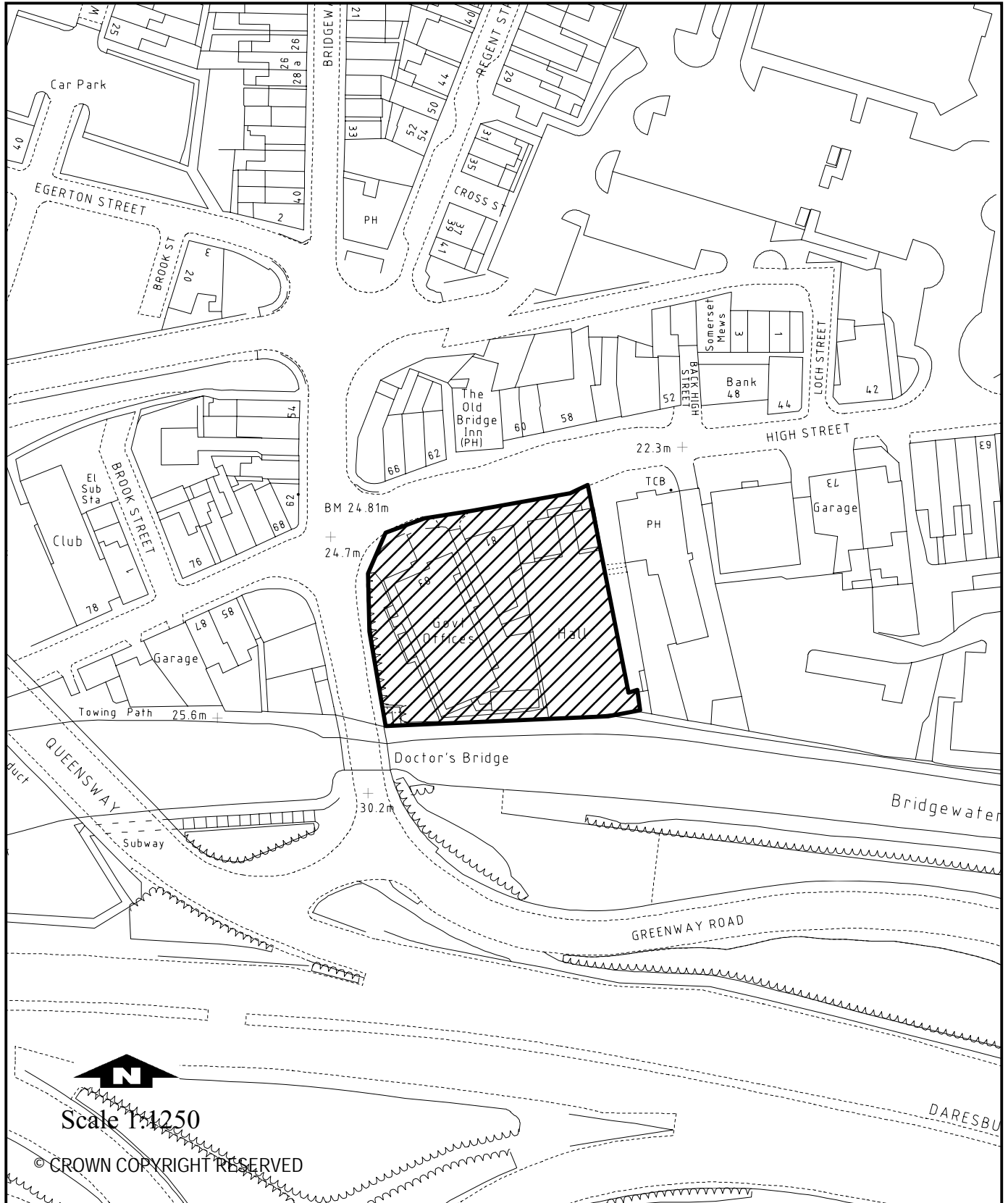


PLAN 2a

PLAN NUMBER 07/00072/FUL

DEVELOPMENT CONTROL COMMITTEE

16 April 2007

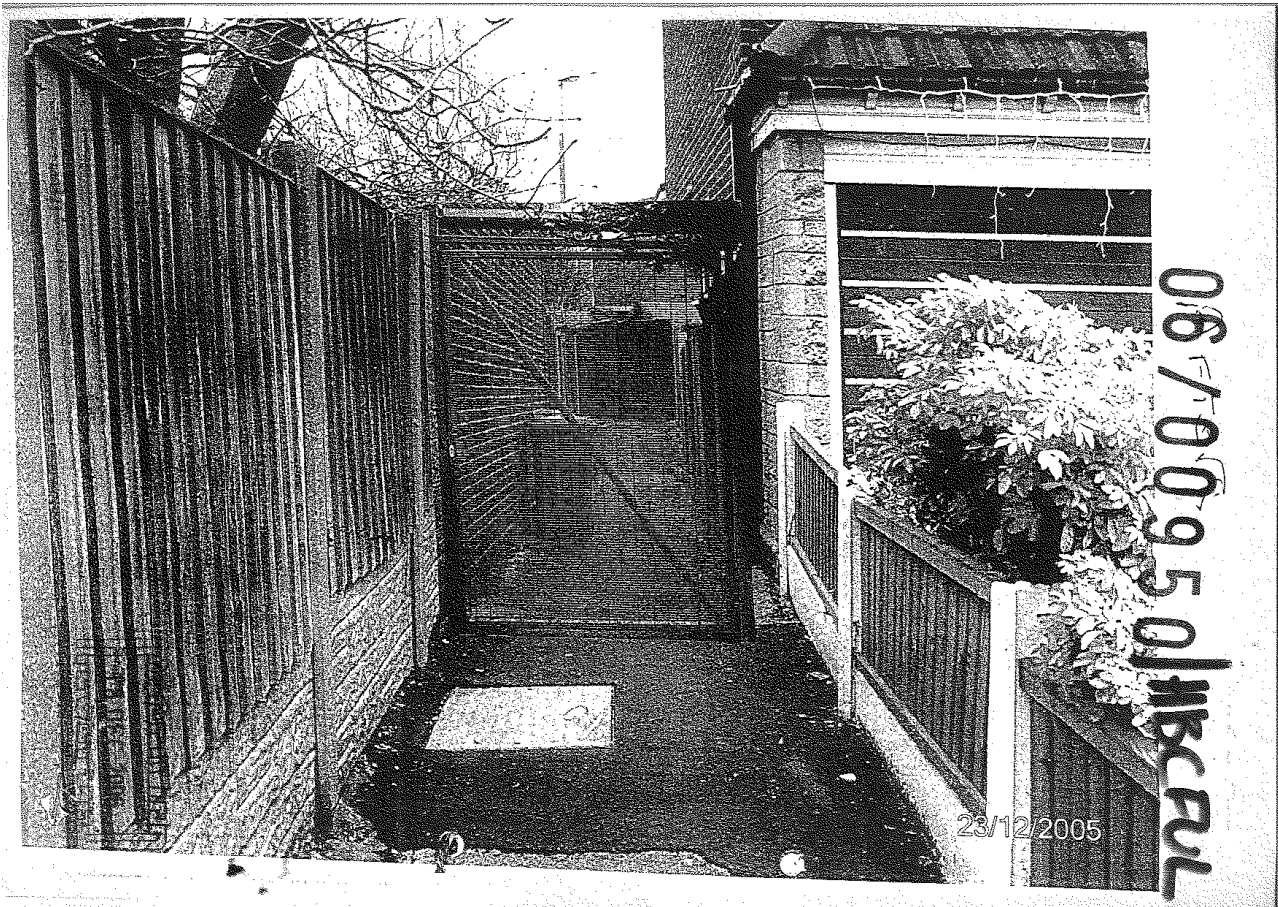




PLAN 1b
PLAN NUMBER 06/00950/HBCFUL
PROPOSED ELEVATIONS

**DEVELOPMENT CONTROL
COMMITTEE**

16 April 2007



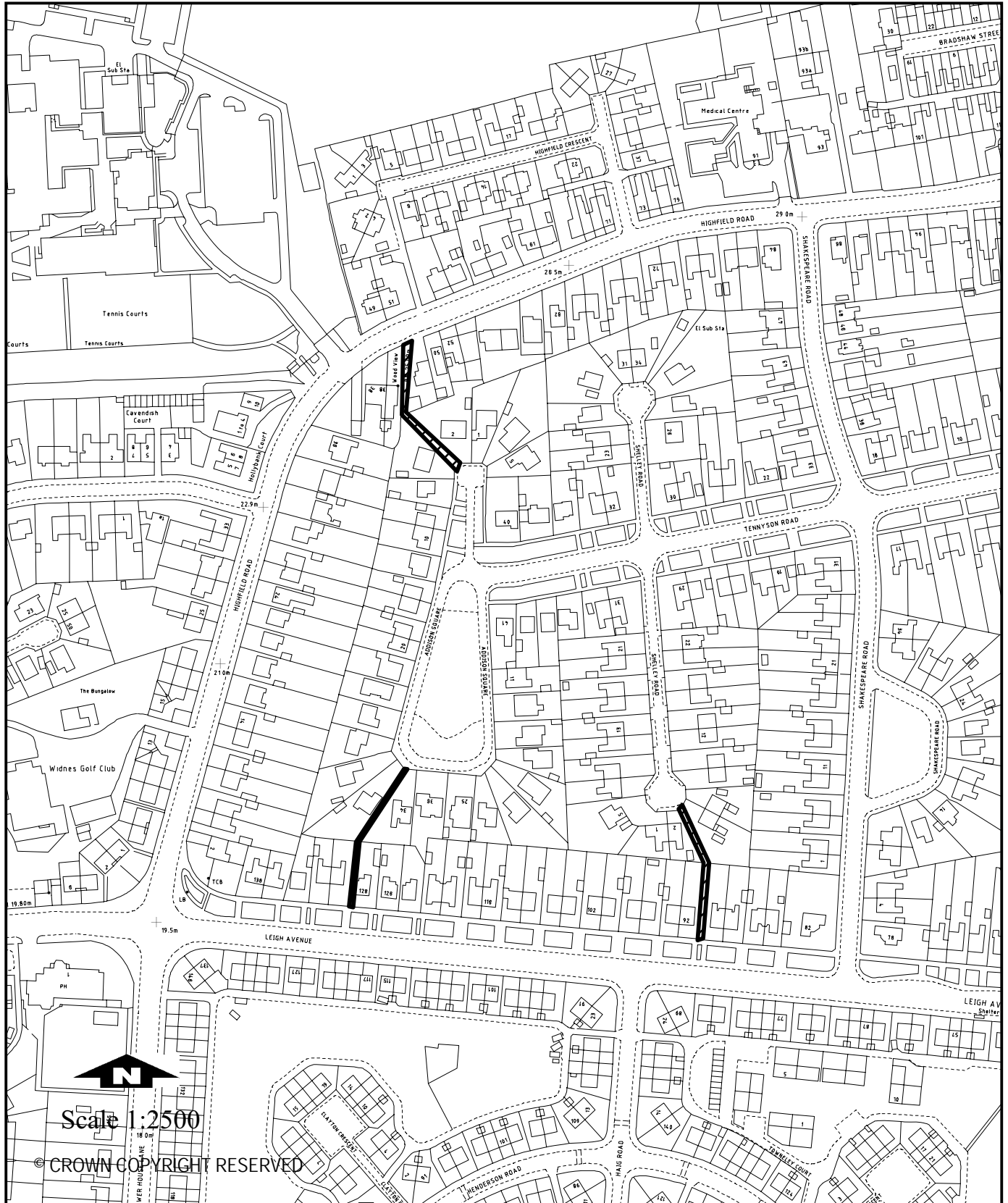


PLAN 1a

PLAN NUMBER 06/00950/HBCFUL

DEVELOPMENT CONTROL COMMITTEE

16 April 2007



DEVELOPMENT CONTROL COMMITTEE
AMENDMENTS/REVISION LIST

16 April 2007

PAGE NO.	LIST A	LIST B	AMENDMENTS
12	06/00950/HBCFUL		Cheshire Fire Authority and United Utilities have confirmed that they raise no objections in principle.
15		07/00072/FUL	
23		07/00109/FUL	
29		07/00111/OUT	
35	07/00132/FUL		
39		07/00133/FUL	3 further objections have been received relating to the same issues already raised in the report. A letter of objection has been received from a ward Councillor relating to the extent of the work that has already been carried out, previous problems with the site and that these problems will be come even more intolerable.

REPORT TO: Development Control Committee
DATE: 16th April 2007
REPORTING OFFICER: Strategic Director – Environment
SUBJECT: Miscellaneous Items

The following applications have been withdrawn:-

06/00455/HBCFUL	Proposed single storey modular office building (canteen/ showers/ kitchen), single storey maintenance garage and outside storage bays at Landscape Services New Depot Ditton Road Widnes Cheshire WA8 0TH
06/00693/COU	Proposed change of use of first floor to 1 No. bedsit accommodation and 1 No. flat and alterations to shop front at 71 - 71A Albert Road Widnes Cheshire WA8 6JS
06/00700/FUL	Proposed installation of 2 No. air conditioning units at Holiday Inn Wood Lane Beechwood Runcorn Cheshire WA7 3HA
06/00707/FUL	Proposed first floor rear extension at 149 Birchfield Road Widnes Cheshire WA8 9EG
06/00850/S73	Application to remove condition No.2 on original planning permission to include A5 (i.e from A3 to A5) at 8 Church Street Runcorn Cheshire WA7 1LT
06/00959/HBCFUL	Proposed new multi use games area with fencing and hardstanding at Castle Rise Park Castle Rise Runcorn Cheshire
07/00009/COU	Proposed change of use and alteration to mixed use (offices and residential) at Former Job Centre 5 Widnes Road Widnes Cheshire WA8 6AB
07/00015/FUL	Proposed two storey side extension/single storey garage and demolition of existing garage at 33 Regency Park Widnes Cheshire WA8 9PH
07/00075/FUL	Proposed single storey side/rear extension at 62 Holloway Runcorn Cheshire WA7 4TQ