

Public Document Pack



Development Control Committee

Monday, 5 August 2019 6.30 p.m.
Boardroom - Municipal Building, Widnes



Chief Executive

COMMITTEE MEMBERSHIP

Councillor Paul Nolan (Chair)
Councillor Keith Morley (Vice-Chair)
Councillor Chris Carlin
Councillor Ron Hignett
Councillor Valerie Hill
Councillor Joan Lowe
Councillor Carol Plumpton Walsh
Councillor June Roberts
Councillor Dave Thompson
Councillor Bill Woolfall
Councillor Geoff Zygadlo

*Please contact Ann Jones on 0151 511 8276 Ext. 16 8276 or
ann.jones@halton.gov.uk for further information.
The next meeting of the Committee is on Monday, 2 September 2019*

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

Part I

Item No.	Page No.
1. MINUTES	1 - 8
2. DECLARATIONS OF INTEREST	
<p>Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary Interests, to leave the meeting prior to discussion and voting on the item.</p>	
3. PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	9 - 67
4. MISCELLANEOUS ITEMS	68 - 70

In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

DEVELOPMENT CONTROL COMMITTEE

At a meeting of the Development Control Committee on Monday, 13 May 2019 at the Civic Suite - Town Hall, Runcorn

Present: Councillors Nolan (Chair), Carlin, R. Hignett, V. Hill, J. Lowe, C. Plumpton Walsh, June Roberts, Thompson and Woolfall

Apologies for Absence: Councillor Zygadllo

Absence declared on Council business: Councillor Morley

Officers present: A. Jones, J. Tully, T. Gibbs, A. Plant, G. Henry, P. Shearer and I. Dignall

Also in attendance: 5 members of the public and one member of the press

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

	<i>Action</i>
DEV39 MINUTES	
<p>The Minutes of the meeting held on 8 April 2019, having been circulated, were taken as read and signed as a correct record.</p>	
DEV40 PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	
<p>The Committee considered the following applications for planning permission and, in accordance with its powers and duties, made the decisions described below.</p> <p><i>To avoid any allegation of bias, Councillor Val Hill did not take part in the debate or vote on this item, as her husband Councillor Stan Hill, had made representations on the application relating to imposing certain conditions.</i></p>	
DEV41 - 18/00567/FULEIA - PROPOSED DEMOLITION OF EXISTING WORKSHOP, LEAN-TO-SHED AND PICKING LINE ENCLOSURE, AND THE ERECTION OF 2 NO. BUILDINGS TO PROVIDE FOR THE STORAGE AND SORTING OF WASTE TOGETHER WITH EXTERNAL STORAGE BAYS AND ANCILLARY INFRASTRUCTURE INCLUDING SUBSTATION, WATER TANKS AND	

WEIGHBRIDGE TO PROVIDE OPERATIONAL IMPROVEMENTS, ENVIRONMENTAL CONTROL AND AN INCREASE IN WASTE ACCEPTED FROM AN EXISTING 300,000 TONNES TO 450,000 TONNES PER ANNUM AT WSR RECYLING LTD, DITTON ROAD, WIDNES

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

The Committee was advised that since the report had been published a further objection had been received objecting to the application and raised concerns about odour being carried by wind; the site attracting flies and seagulls; lorries being backed up on Ditton Road; air quality; the site's proximity to residential area and cafes; and that the site should be shut down. Michael Gove MP had been sent a copy of the objection.

The Committee was addressed by Mr Glynn, a local resident who objected to the application. He argued that the local population had no control over this site and were subjected to many nuisances – air pollution; traffic density from HGV's from this site and other surrounding companies; smells being emitted; flies and seagulls were attracted by the thousands; local companies including food outlets were in close proximity to the site; Moor Lane housing estate was close to the site where the residents already suffered plagues of flies and have to use fly traps in their homes.

He concluded by suggesting that there would be a further increase in traffic when the Silver Jubilee Bridge reopened and advised the Committee that three fires had occurred in the past at similar sites. Mr Glynn objected to the location of the site for the reasons stated above, rather than the company operating it.

Members were then addressed by Mr Lawman, who spoke on behalf of the applicant. He advised that the proposed new buildings would better manage emissions from the site due to the improvements made to doors, odour controls and the use of an airtight exchange system. He also advised that boundary treatments were proposed to the front and rear of the site which would help with screening it from view and minimising noise levels.

Members queried how the site would be monitored, should the application be approved, and was there any recourse should the odour situation not be improved, as assured by the applicant with the development of the two

new buildings. In response it was reported that that monitoring of the site would be the responsibility of the Environment Agency who had the power to deal with this if the Environmental Permit conditions were breached. Members requested an additional condition in relation to the operation of the Building (TFS4).

Members agreed that the application be approved, subject to the conditions listed below.

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

1. Standard 3 year timescale for commencement of development;
2. Specifying approved and amended plans;
3. Grampian style condition relating to off-site highway works to facilitate parking provision and curb re-alignment (TP12);
4. Condition requiring a construction phasing plan – with works to be enabled to be carried out in any order (BE1);
5. Condition requiring submission and agreement of a Construction Environmental Management Plan as outlined in the submitted ES (BE1 and MW1);
6. Materials condition(s), requiring submission and agreement of building external finishing materials (BE2);
7. Condition requiring landscaping scheme (BE1, BE3 and MW1);
8. Condition requiring boundary treatments for north and south of the site (BE22);
9. Condition requiring treatment of the ground level enclosure to stack, fan; and carbon absorber; to the south of building TFS4, as shown on drawing 183131/WTS/OI/004 A (BE2);
10. Condition requiring vehicle access, parking, servicing etc, to be constructed prior to occupation of properties/commencement of use (BE1);
11. Condition requiring submission and agreement of cycle parking details (TP6);
12. Condition restricting waste throughput to 450,000 tonnes per annum (BE1 and MW1);
13. Condition restricting surface water run-off onto the adopted highway (TP17);
14. A condition requiring a site investigation scheme, remediation and verification plan (PR14);
15. No piling or other foundation design using penetrative methods unless demonstrated that there is no resultant unacceptable risk to groundwater (PR14);

16. Condition(s) restricting external storage locations, height, processing (BE1, PR16 and MW1);
17. Condition relating to/requiring submission and agreement of a sustainable drainage scheme (BE1 and PR5);
18. Submission and agreement of Site Waste Management Plan (WM8);
19. Submission of a Bird Hazard Management Plan (MW1);
20. Submission and agreement of a lighting scheme (BE1);
21. Submission and agreement of site and finished floor levels (BE1);
22. There shall be no external storage other than that as approved on drawing 183131/WTS/PL/004 A;
23. The materials stored in the external storage bays and area as shown on drawing 183131/WTS/PL/004 A, shall be stacked no higher than 4m (BE1 and MW1);
24. No materials, waste or otherwise shall be burnt on site (BE1 and MW1); and
25. Conditions relating to the operation of the building (TFS4).

DEV42 - 19/00080/FUL - PROPOSED ERECTION OF STORAGE WAREHOUSE (USE CLASS B8) ADJACENT TO EXISTING UNIT ON LAND AT EDISON ROAD, ASTMOOR INDUSTRIAL ESTATE, RUNCORN, CHESHIRE, WA7 1PT

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

Since the publication of the agenda, Officers advised Members that the response from the Lead Local Flood Agency had been received and they raised no objections. Conditions requested were covered by those included within the existing recommendation.

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

1. Time limit – full permission;
2. Approved plans;
3. Proposed site levels (BE1);
4. External facing materials (BE1 and BE2);
5. Portakabin office / toilet scheme (BE1);
6. Boundary treatments scheme (BE1);
7. Breeding birds protection (GE21);
8. Hours of construction (BE1);
9. Visibility splays (BE1);

10. Construction Management Plan (Highways) (BE1);
11. Provision and retention of parking and servicing (BE1);
12. Cycle parking scheme (BE1);
13. Ground contamination (remediation and validation) (PR16);
14. Drainage strategy (PR16);
15. Foul and surface water on a separate system (PR16);
and
16. Waste audit.

DEV43 - 19/00190/P3JPA - PROPOSED CHANGE OF USE FROM OFFICE BUILDING TO 26 NO. RESIDENTIAL UNITS AT AXIS HOUSE, TUDOR ROAD, MANOR PARK, RUNCORN, WA7 1BD

The Committee was advised that this application was not a full planning application but a change of use application. A change of use from Class B1(a) offices to Class C3 (dwellinghouses) was permitted development under Part 3, Class O, of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as Amended).

Members were advised that there were a number of instances where a change of use was not permitted development by Class O; these were outlined in the report.

None of these instances applied to this proposal so it was considered permitted development by Class O, subject to the condition that before beginning the development, the developer shall apply to the Local Planning Authority for a determination as to whether the prior approval of the Authority would be required as to:-

- a) transport and highways impacts of the development;
- b) contamination risks on the site;
- c) flooding risks on the site; and
- d) impacts of noise from commercial premises on the intended occupiers of the development, and the provisions of paragraph W shall apply in relation to any such application.

The report provided commentary on the four considerations listed above.

The Committee was addressed by the Clerk to Sandymoor Parish Council, Ms Tarry, who raised concerns that a development of this type was not suitable for the area. It was next to industrial businesses and warehouses and

there were no local amenities for the people who would be living in the apartments. She also stated that parking on Tudor Road was already a problem and that future residents would be disturbed by noise from lorries leaving the surrounding businesses premises. The Committee thanked Ms Tarry for her representation but stated that at this stage the application must be determined with regards to the prior approval considerations (a) to (d), listed earlier.

Officers advised that the noise survey had now been provided, so the proposal was acceptable and prior approval would not be required (this was subject to the automatic condition that the development must be completed within a period of 3 years from the prior approval application date).

Members were advised that Natural England had provided an objection in regard to additional recreational pressure resulting on the Mersey Estuary. Officers advised that the comments did not take into account that the application was in relation to prior approval and the reasons why refusal could not be sustained on these grounds.

RESOLVED: That prior approval for the change of use from Class B1(a) offices to Class C3 (dwellinghouses) was not required.

DEV44 MISCELLANEOUS ITEMS

The following applications had been withdrawn:

19/00005/FUL

Proposed single storey side/rear extension together with first floor rear extension and alterations at 55 High Street, Hale, L24 4AE.

19/00006/LBC

Application for Listed Building Consent for proposed single storey side/rear extension together with first floor rear extension and alterations at 55 High Street, Hale, L24 4AE.

17/00513/FUL

Proposed development of new build warehouse with ancillary works at Hard Standing / Car Parking, Tudor Road, Runcorn, Cheshire, WA7 1TA.

19/00049/ADV

Application for proposed corporate advertising scheme for store under consideration within application 19/00020/FUL, comprising 1 no. externally illuminated projector sign; 1 no. non-illuminated fascia sign; 3 no. internally illuminated 'Co-op' logos; 1 no. non-illuminated wall panel and 3 no. non-illuminated banner frames at proposed Co-op Store at land bounded by Pitts Heath Lane and Otterburn Street, Sandymoor, Runcorn, Cheshire, WA7 1XU.

19/00071/PDE

Proposed single storey rear extension projecting from the rear wall by 8 metres. The extension has a maximum height of 4 metres and an eaves height of 2.9 metres at Lenox Farm, Ramsbrook Lane, Hale, Liverpool, L24 5RP.

18/00585/COU

Proposed change of use from B1 (Business) to C2 (Residential Care Home) at Axis House, Tudor Road, Runcorn, Cheshire, WA7 1BD.

The following appeals had been received / were in progress:

Enforcement Notice

Without planning permission, the change of use of an incidental residential annex to 256 Birchfield Road, Widnes, to a separate dwelling.

18/00363/OUT

Application for outline planning permission with appearance, landscaping and scale reserved for single two storey dwelling in side garden area at 3 Nickleford Hall Drive, Widnes.

18/00526/COU

Proposed change of use from pharmacy to hot food takeaway at Croft Pharmacy, 4 Danescroft, Widnes, Cheshire, WA8 4NS.

18/00218/FUL

Proposed erection of 1 no. dwelling attached to the side of the existing property at 20 Maple Avenue, Runcorn, Cheshire, WA7 5LB.

19/00010/COU

Proposed change of use from former sandwich shop to hot food takeaway (use class A5) at 39 Bechers, Widnes, Cheshire, WA8 4TE.

18/00117/FUL

Proposed removal of the existing equine and WC building and erection of 1 no. residential static park home at 'Ponderosa' land to South West of junction between Newton Lane and Chester Road, Daresbury, Cheshire.

Meeting ended at 7.08 p.m.

REPORT TO: Development Control Committee

DATE: 5 August 2019

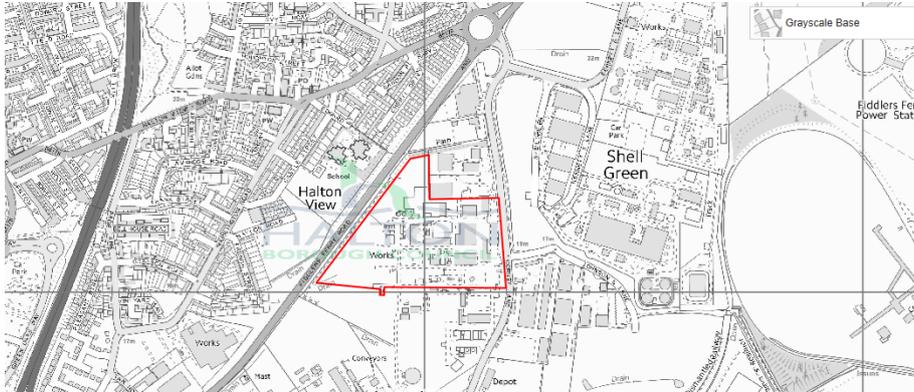
REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

SUBJECT: Planning Applications to be determined by the Committee

WARD(S): Boroughwide

Application No	Proposal	Location
19/00240/FUL (Page 11)	Proposed development of industrial unit with use classes B1, B2 and B8 with associated external lighting, electricity substation, service yard and car parking	Unit 1, land off Gorsey Lane, Widnes
19/00261/FUL (Page 21)	Proposed erection of 10 no. light industrial work units and associated access, external works and fencing	Land to the North West of Foundry House, Waterside Lane, Widnes, WA8 8UD
19/00285/FUL (Page 36)	Proposed external alterations to insert new windows and doors. Flat roofed extension to rear courtyard elevation to facilitate the creation of 2 no. dwelling units. Conversion of basement to 3 no. dwelling units and bin/cycle storage for the building (PLANNING APPLICATION);	Victoria Buildings, High Street, Runcorn, Cheshire.
19/00306/P3MPA	Prior notification for proposed change of use of part of ground floor from former bank (Use Class A2) to 2 no. independent one bed apartments (Use Class C3) (PRIOR APPROVAL APPLICATION);	
19/00307/P3JPA	Prior notification for proposed change of use of first and second floor from offices (Use Class B1) to form 10 no. independent one	

<p>19/00309/P3JPA</p>	<p>bedroom apartments (Use Class C3) (PRIOR APPROVAL APPLICATION);</p> <p>Prior notification for proposed change of use of ground floor from offices (Use Class B1) to form 2 no. independent one bed apartments (Use Class C3) (PRIOR APPROVAL APPLICATION).</p>	
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APPLICATION NO:	19/00240/FUL
LOCATION:	Unit 1, Land Off Gorsey Lane, Widnes
PROPOSAL:	Proposed development of industrial unit with use classes B1, B2 and B8 with associated external lighting, electricity substation, service yard and car parking
WARD:	Halton View
PARISH:	None
AGENT(S) / APPLICANT(S):	Commercial Development Projects Ltd
DEVELOPMENT PLAN ALLOCATION: National Planning Policy Framework (2012) Halton Unitary Development Plan (2005) Halton Core Strategy Local Plan (2013)	Primarily Employment Area and Environmental Priority Area
DEPARTURE REPRESENTATIONS:	No None
KEY ISSUES:	Principle of development, regeneration and employment, drainage, Noise, contaminated land and highway issues
RECOMMENDATION:	Approve Subject to Conditions
SITE MAP	
	

THE APPLICATION SITE

The Site

Site of approximately 8.74 hectares (21.6 acres) being the northern part of a wider development site formerly occupied by the former Bayer Cropscience chemical works up until its demolition. The site is located within the industrial and commercial area of and accessed from Gorsey Lane.

Planning History

Application ref. 17/00345/FUL was previously approved for the remediation of the wider site which was validated by condition discharge application ref.

18/00385/COND. Since it has been remediated a new road, improvements to existing carriageway to create a right turn lane and extension of existing cycleway provision has been constructed from Gorsey Lane under planning permission ref. 17/00274/FUL to enable access to future development. The remainder of the site is now vacant save for an existing group of sub stations which are proposed to be demolished and replaced through this proposed development.

THE APPLICATION

The proposal and Background

Permission is sought for the proposed development of an industrial unit with use classes B1, B2 and B8 with associated external lighting, electricity substation, service yard and car parking accessed from Gorsey Lane, Widnes.

Documentation

The applicant has submitted a planning application, drawings and the following reports:

- Site Layout Plan 3088-100 H
- Unit 1 Floor Plan 3088-1-01 E
- Unit 1 Elevations 3088-1-02F
- Unit 1 Office Floor Plan 3088-1-03 C
- Unit 1 Roof Plan 3088-1-04
- Substation Details 3088-101
- Substation Location Plan 3088-101-2
- Site Location Plan 3088-102
- Landscape proposals SF 2922 LL01
- Landscape Proposals SF 2922 LLL02
- BREEAM Pre-Assessment Report prepared by Red Six Partnership
- Design & Access Statement prepared by CDP
- Drainage and Flood Risk Statement prepared by JPG
- Noise Impact Assessment prepared by ENS
- Remediation Summary Statement prepared by JPG
- Transport Assessment prepared by Cora IHT
- Travel Plan Framework prepared by Cora IHT

POLICY CONTEXT

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in July 2019 to set out the Government's planning policies for England and how these should be applied.

Paragraph 47 states that planning law requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on application should be made as quickly as possible and within statutory timescale unless a longer period has been agreed by the applicant in writing.

Paragraph 11 and paragraph 38 state that plans and decisions should apply a presumption in favour of sustainable development and that local planning authorities should work in a positive and creative way, working pro-actively with applicants to secure developments that will improve economic, social and environmental conditions of their areas.”

Paragraphs 80-82 states the need for planning policies and decisions to be made to create conditions in which business can invest, expand and adapt. Significant weight to be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It encourages an adaptive approach to support local and inward investment to meet the strategic economic and regenerative requirements of the area.

Halton Unitary Development Plan (UDP) (2005)

The following Unitary Development Plan policies and policy documents are relevant to this application: -

- BE1 General Requirements for Development
- BE2 Quality of Design
- BE3 Environmental Priority Areas
- GE21 Species Protection
- PR2 Noise Nuisance
- PR4 Light Pollution and Nuisance
- PR14 Contaminated Land
- PR6 Development and Flood Risk
- TP6 Cycling Provision as Part of New Development
- TP7 Pedestrian Provision as Part of New Development
- TP12 Car Parking
- TP14 Transport Assessments
- TP16 Green Travel Plans
- E3 Primarily Employment Areas

E5 New Industrial and Commercial Development

Halton Core Strategy Local Plan (2013)

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

- CS1 Halton's Spatial Strategy
- CS2 Presumption in Favour of Sustainable Development
- CS4 Employment Land Supply and Locational Priorities
- CS15 Sustainable Transport
- CS18 High Quality Design
- CS19 Sustainable Development and Climate Change
- CS23 Managing Pollution and Risk

Joint Waste Local Plan 2013

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

Supplementary Planning Documents (SPD)

- Designing for Community Safety Supplementary Planning Document
- Design of New Industrial and Commercial Development SPD

CONSULTATIONS

The application has been advertised via the following methods: site notices posted near to the site, press notice, and Council website. Surrounding residents and landowners have been notified by letter along with Ward Councillors.

The following organisations have been consulted and any comments received have been summarised below in the assessment section of the report:

External Consultees:

Environment Agency

Council Services:

HBC Contaminated Land

HBC Highways

HBC Environmental Health

HBC Major Projects

Lead Local Flood Authority

REPRESENTATIONS

None Received

ASSESSMENT

Proposals and Background

The proposal is a full planning application for a modern industrial unit for B1, B2 and B8 uses together with the associated external lighting, electricity substation, service yard and car parking. An unnamed occupier has been identified for the unit subject to planning.

The proposed building is substantial measuring approximately 256.1m by 139.28m and measuring approximately 17 metres to the eaves and approximately 18.5 metres to the ridge. The total floor area of the unit will be approximately 400,000 sq ft. It is proposed there will be a total of 206 parking spaces including disabled spaces and Electric Vehicle Charging Points (EVCPs). A dedicated area for cycle parking is also proposed.

Principle of Development

The site is designated as a Primarily Employment Area in the Halton Unitary Development Plan (UDP). UDP Policy E3 provides that development falling within Use Classes B1 (Business), B2 (General Industry) and B8 (Storage and Distribution) will be permitted in such areas. As such the proposals are considered to accord with this policy and the development can be considered appropriate in principle. The site also falls within an Environmental Priority Area in the Halton Unitary Development Plan. Matters of design and character are covered elsewhere within this report. The proposed is however considered to be of a quality of design that enhances the character of the area and offer a high quality of design in terms of landscaping, boundary treatments and facing materials in accordance with the provisions of Policy BE3.

Design and Character

The proposal is for a modern industrial building for B1, B2 and B8 uses. The proposed building will be approximately 17 metres to the eaves and approximately 18.5 metres to the ridge. The gross internal area of the unit will be approximately 400,000 sq.ft total floor area with the submitted plans showing approximately 383,500 sq.ft of warehouse building with 16,500 sq.ft of office accommodation over two storeys.

In terms of the external appearance of the industrial buildings, this has, by necessity, been driven by function and operational requirements. Materials and colour will be consistent with those used for this type of development and other developments by the same developer within the borough. The elevations of the building will be broken up by vehicle docks, windows and fire exits.

The building will be constructed from a palette of modern horizontal and vertical cladding panels in a mix of silver and greys with contrasting black flashings, yellow feature detailing to the entrance and curtain wall glazing. The building and wider development is considered to be of a quality appropriate to the site and wider area.

The building is currently oriented so that the principle office elevation faces into the site and away from the principle road networks which currently provide any significant public vantage point or active frontage. As such the buildings rear, relatively blank elevation will face Gorsey Lane, the service yard and docking bays front the principle access road and the principle office elevation largely screened from Fiddlers Ferry Road by an existing belt of trees. It is understood that the proposed building could not be designed to fit the site with parking adjoining the principle frontage if the building was reoriented. Whilst amended landscape details are awaited, those submitted indicate a significant effort to soften the development through surrounding woodland planting. It is not considered that refusal of planning permission could be justified on this basis especially given the quality of the development, the character of the existing industrial area and potential regeneration and employment benefits of the scheme.

Highway Considerations

The application is supported by a Transport Assessment (TA) prepared in accordance with the relevant policies set out in Halton UDP Policy TP14 and Core Strategy policy CS15 and guidance contained within the revised NPPF. The TA provides an assessment of the accessibility of the site and concludes that the site is highly accessible as it is located on a major transport corridor with good connections to the motorway network. The TA confirms that the traffic generation of the development is comparable during the peak hours to the previous use of the site for B2/B8 use when occupied by the former Bayer Cropscience chemical works.

Within the context set out above, it is concluded by the TA that the proposed development accords with relevant transport policy and is considered suitable taking into account all available current national and local guidance. With regards to a Travel

Plan (TP) required by UDP Policy TP16 however until the occupier is confirmed an interim a Framework TP has been prepared to identify a range of sustainable travel initiatives that could be employed in order to mitigate the possible impacts of the development. This will include cycle parking provision in accordance with UDP Policy TP12. The final Travel Plan can be secured by planning condition.

The site will be accessed from Gorse Lane and the new spine road within the site constructed under a previous planning permission. The Council's Highways Engineer has confirmed that the assessment is suitable in demonstrating that the proposed development will not adversely affect the future potential development of the adjacent plots that would be served off the new access road. Appropriate provision is considered to be made for vehicular access and servicing within the site. Further detail is required in relation to detailed cycle parking and EV charging however it is considered that this can be adequately secured by condition.

Discussions are ongoing with the developer regarding relocation of the car park access to ensure any future aspirations for connectivity to Fiddlers Ferry Road are not prejudiced and how the pond sits adjacent to the potential highway extension. Whilst the applicant has agreed to a Grampian style condition relating to off-site crossing improvements to Fiddlers Ferry Road discussions are also ongoing with respect to securing better footway and cycleway connectivity to the wider network. Members will be updated orally.

Ecology

No ecological information has been submitted with the application. Whilst the site is considered to be of limited potential with respect to ecology any trees that are to be removed should be checked for bats and all works should comply with current bird nesting legislation. It is considered that this is covered by other legislation and the applicant can be reminded of their duties in this regard by way of informative attached to any planning permission.

Flood Risk and Drainage

The site is located within Flood Zone 1, as defined on the Environment Agency's Flood Risk Maps, and is therefore not considered to be at risk from fluvial or tidal sources. The application is supported by an accompanying Drainage and Flood Risk Assessment (FRA) in accordance with UDP Policy PR16 to demonstrate that the proposed development does not pose any flood risk and that in accordance with the NPPF Technical Guidance all uses of land are appropriate to this site.

It is proposed that surface water will discharge into the existing system and foul water into the existing adopted sewer network. Following consultation with United Utilities the applicant has stated that they have agreed to a restricted discharge rate of 226 litres/second from the site to the surface water public sewer.

A balancing pond associated with the proposed development is also shown on the drawings. At this stage, the detailed design of the balancing pond has not been determined, however, the concept plan and section for the pond will confirm it is neither deep nor steep sided and it is proposed to incorporate a dry weather channel and sedimentation basins on the inlet and outlet which provide opportunities for both complementary planting and SUDs. It is considered that detailed design of the balancing pond can be adequately secured by appropriately worded planning condition.

Detailed comments from United Utilities and the Lead Local Flood Authority (LLFA) are awaited and members will be updated as required.

Noise and Amenity

The application includes a Noise Impact Assessment which refers to noise monitoring undertaken to determine prevailing ambient and background noise levels at the nearest noise sensitive receptors (NSRs) to the proposals.

Noise levels associated with internal operations within the unit and HGV collections / deliveries at the site have been determined at the nearest Noise Sensitive Receptors and assessed using BS4142. The assessment has determined that low impacts are expected during the day and night at all NSRs assessed and night time noise resulting from service yard operations are expected to be below the threshold for potential sleep disturbance set out in WHO Guidelines.

Notwithstanding this the Council's Environmental Health Officer has advised that no consideration has been given to the potential impacts on neighbouring industrial/commercial units, the hours of operation and the nature of plant to be installed within the report. It is considered that this information can be adequately secured and agreed by appropriately worded planning condition and on that basis the Council's Environmental Health Officer raises no objection.

Contaminated Land

The wider site has already been remediated under planning permission reference 17/00345/FUL and validation by discharge of condition reference 18/00385/COND. The application is supported by a Remediation Summary Statement which sets out the remediation that has taken place referencing the previous application documents.

Whilst the Environment Agency has confirmed that they raise no objection in principle to the proposed development discussions are ongoing with respect to the validation of the remediation. Members will be updated orally.

Waste, Sustainable Development and Climate Change.

The proposal involves construction activities and policy WM8 of the Joint Merseyside and Halton Waste Local Plan (WLP) applies. This policy requires the minimisation of

waste production and implementation of measures to achieve efficient use of resources, including designing out waste. In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.

The applicant has not provided information with respect to provision of on-site waste storage and management to demonstrate compliance with policy WM9 of the Joint Merseyside and Halton Waste Local Plan. It is considered that this can be secured by a suitably worded condition.

Halton Core Strategy Local Plan Policy CS19 (Sustainable Development and Climate Change) seeks to encourage BREEAM Excellent standard from 2013. The applicant has submitted a BREEAM pre-assessment report which demonstrates that based on the measures recommended within the report the development could achieve a rating of 'very good' without compromising the viability of the scheme. It is considered that these measures can be secured by planning condition.

Conclusions

The application seeks permission for the construction of a substantial industrial unit for use classes B1, B2 and B8. Core Strategy Policy CS2 and NPPF paragraphs 11 and 38 set out the presumption in favour of sustainable development whereby applications that are consistent with national and up-to-date local policy should be approved without delay.

The use of the site for B1, B2 and B8 development in accordance with UDP Policy E3 securing valuable employment opportunities is therefore considered to be an appropriate use for the site. The quality of design that enhances the character of the area and offers a high quality of design in terms of landscaping, boundary treatments and facing materials is considered to accord with the provisions of Policy BE3.

It is considered that the redevelopment of such a vacant site for a good quality industrial building and offering potential employment opportunities should be welcomed. The proposals are considered to be of a quality suited to the site and in keeping with the area and adjoining developments. It is considered that highway and other issues raised as a result of the original submission have been adequately addressed and that any outstanding issues can be resolved by way of oral update and appropriately worded planning conditions.

RECOMMENDATION

That the application is approved subject to:-

Conditions relating to the following:

1. Standard 3 year timescale for commencement of development

2. Specifying approved and amended plans
3. Materials condition(s), requiring external finishing materials be carried out as approved (BE2)
4. Landscaping condition, requiring both hard and soft landscaping be carried out in accordance with details submitted/ as approved. (BE1/2)
5. Boundary treatment condition(s) requiring fencing etc. be carried out in accordance with details submitted/ as approved (BE2)
6. Vehicle access, parking, servicing etc to be constructed prior to occupation / commencement of use. (BE1)
7. Requiring submission and agreement of cycle parking details (TP6)
8. Requiring submission and agreement of electric vehicle parking and charging point(s) details (NPPF)
9. Conditions relating to/ requiring submission and agreement of detailed drainage scheme/ including attenuation/ detailed balancing pond details including planting/ biodiversity creation (BE1/ PR5)
10. Requiring site and finished floor levels to be carried out as approved. (BE1)
11. Submission and agreement of Site Waste Management Plan (WM8)
12. Submission and agreement of an Operational Waste Management Plan (WM9)
13. Requiring implementation of the measures recommended within the BREEAM pre-assessment report (CS19)
14. Requiring submission and agreement of operational plant including noise assessment (PR2)
15. Grampian style condition requiring off-site pedestrian/ cycle crossing improvements
16. Condition(s) protecting trees to be retained (BE1)
17. Submission and agreement of Travel Plan (TP16)
18. Requiring implementation of cycle/ pedestrian links (TP6)
19. Requiring external lighting be carried out as approved (PR4/ GE21)

SUSTAINABILITY STATEMENT

As required by:

- The National Planning Policy Framework; and
- The Town and Country Planning (Development Management Procedure) (England) Order 2015;

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

APPLICATION NO:	19/00261/FUL
LOCATION:	Land To The North West Of Foundry House, Waterside Lane, Widnes, WA8 8UD
PROPOSAL:	Proposed erection of 10 no. light industrial work units and associated access, external works and fencing
WARD:	Ditton
PARISH:	Halebank Parish Council
AGENT(S)/APPLICANT(S):	JPE Consultancy Limited Art Industrial Buildings Ltd Bracken House Properties LLP
DEVELOPMENT PLAN ALLOCATION:	Action Area Coastal Zone - developed
National Planning Policy Framework (2018)	
Halton Unitary Development Plan (2005)	
Halton Core Strategy (2013)	
Joint Merseyside and Halton Waste Local Plan (2013)	
DEPARTURE:	No
REPRESENTATIONS:	Concerns raised by Hale Bank Parish Council – See Representations Section of the Report
KEY ISSUES:	Principle of Development, Highways, Ground Contamination, Parking, Drainage
RECOMMENDATION:	Approve subject to conditions
SITE MAP:	 A site map showing the proposed development area highlighted in red. The map includes surrounding roads, buildings, and a water body. A green arrow points to the site location. A watermark for 'BOROUGH' is visible on the map.

1. APPLICATION SITE

1.1 The Site

The application site forms part of the wider ownership to Foundry House and comprises an area of surplus car parking to the existing office use that is currently under-used. The site covers an area of 0.4877ha.

Foundry House is to the south of the development site and directly to the west is Foundry Lane, the main service road to the industrial estate with a range of industrial and commercial use to the north and west and beyond Foundry House to the south. There are residential properties located to the north west of the site, with the nearest dwelling located approximately 100m from the site boundary.

The site is located within a Regeneration Action Area as identified within the Halton Unitary Development Plan. Policy RG5 of the Halton Unitary Development Plan indicates there is a need for regeneration within the area particularly in relation to the redevelopment of vacant and derelict sites and that uses acceptable within the area are those appropriate to a mixed residential and employment area.

1.2 Site/Planning History

The plot was formerly part of Ditton Marshes with the original channel of Ditton Brook running through it. Once Ditton Brook was canalised the site was open land with the former meander identified as a reservoir. Surrounding land has been developed out in various industrial / chemical works uses. The reservoir and other ponds have been infilled at some point in the late 1980s/early 1990s, with the current layout of car parking being developed.

Historical plans and aerial photographs indicate a number of phases of infilling and land-raising. The exact nature of the fill is not known, although the adjacent fertilizer works may have contributed. Additionally the broader area has been subject to tipping by a wide variety of heavy industries that were local to Southern Widnes.

Previous applications for the site include proposals for porta-cabins as office use, Hazardous Substance Consent, proposed Warehouse Extensions and Plant building and storage tanks. None of these previous applications are directly relevant to the current planning application.

2. THE APPLICATION

2.1 The Proposal

The application seeks full planning permission to construct 10 light industrial units to be a flexible use development allowing B1, B2 or B8 use. The proposal is for one building separated into the 10 units with external access, car parking and turning areas.

The overall internal floor space of the proposed building is 1,119m², equating to 111.9m² per unit. Each unit will have a forecourt area for loading and servicing. 40 car parking spaces are also provided (intended as 3 per unit for staff parking and visitors) together with sheltered cycle storage for up to 10 bicycles.

It is envisaged that the units will appeal to small businesses that require a base for storage and packaging of goods. The units are to comprise an open area with a wide roller shutter door to maximise the space available for loading and storage. A pedestrian entry door is provided with access to a small kitchen and WC.

2.2 Documentation

The planning application is supported with the following documents:

- Design and Access Statement
- Topographical Survey
- Flood Risk Assessment
- Arboricultural Impact Assessment
- Arboricultural Method Statement
- Extended Phase 1 Site Investigation Report
- Preliminary Ecological Appraisal
- Appendix 1 Map 1 Extended Phase 1 Habitat Survey

3. POLICY CONTEXT

3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was updated in June 2019 to set out the Government's planning policies for England and how these should be applied.

Paragraph 47 states that "planning law requires for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on application should be made as quickly as possible and within statutory timescale unless a longer period has been agreed by the applicant in writing".

Paragraph 11 and paragraph 38 state that plans and decisions should apply a presumption in favour of sustainable development and that local planning authorities should work in a positive and creative way, working pro-actively with

applicants to secure developments that will improve economic, social and environmental conditions of their areas.”

Paragraphs 80-82 states the need for planning policies and decisions to be made to create conditions in which business can invest, expand and adapt. Significant weight to be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It encourages an adaptive approach to support local and inward investment to meet the strategic economic and regenerative requirements of the area.

3.2 Halton Unitary Development Plan (UDP) (2005)

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

- BE1 General Requirements for Development;
- BE2 Quality of Design;
- BE22 Boundary Walls and Fences;
- GE18 Protection of Sites of National Importance for Nature Conservation
- GE21 Species Protection;
- PR2 Noise Nuisance;
- PR14 Contaminated Land;
- PR16 Development and Flood Risk;
- TP6 Cycling Provision as Part of New Development;
- TP7 Pedestrian Provision as Part of New Development;
- TP12 Car Parking;
- TP15 Accessibility to New Development;
- TP17 Safe Travel For All;
- E5 New Industrial and Commercial Development;
- RG5 Action Area 5 – Halebank

3.3 Halton Core Strategy (2013)

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

- CS2 Presumption in Favour of Sustainable Development
- CS4 Employment Land Supply and Locational Priorities
- CS18 High Quality Design
- CS19 Sustainable Development and Climate Change
- CS23 Managing Pollution and Risk

3.4 Joint Merseyside and Halton Waste Local Plan (2013)

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

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

3.5 Relevant SPD's and Other Considerations

The Council's Design of New Industrial and Commercial Buildings Supplementary Planning Document (2006) are also of relevance.

4. **CONSULTATIONS**

- United Utilities – No objection subject to conditions
- Environment Agency – No objection subject to conditions
- Environmental Protection – No objection subject to condition
- Health and Safety Executive – Does not advise on safety grounds against the granting of planning permission in this case.
- MEAS – No comments received
- HBC Highways – No objection subject to conditions
- HBC Contaminated Land – No objection subject to conditions
- HBC Major Projects – No objection
- HBC Open Spaces – No objection
- LLFA – Comments awaited
- Ward Councillors – No comments received
- Hale Bank Parish Council – See section Below
- Cheshire Police – No objection
- Liverpool Airport – No comments received
- National Grid – No comments received
- The Coal Authority – No objection

5. **REPRESENTATIONS**

5.1 The application has been advertised by a press notice in the Widnes & Runcorn Weekly News on 06/06/2019, a site notice posted on 31.05.2019 on Foundry Lane and 9 neighbour notification letters sent on 30.05.2019.

5.2 Comments have been received on behalf of Hale Bank Parish Council raising the following concerns:

“The Parish Council is concerned that there may be an increase in HGVs accessing/departing this development and the road infrastructure in Hale Bank

is unable to cope with any such increase. The Parish Council is also concerned this would lead to further increases of nitrogen dioxide levels within the village.

The Council's Environmental Protection Officer has been contacted for comment. Comments are awaited and members will be updated orally at Committee Meeting.

5.3 No further representations have been received from the publicity given to the application.

6. ASSESSMENT

6.1 Principle of Industrial development

The application site is situated within an area of established employment uses, accessed off Foundry Lane in Widnes. There are five existing units directly to the north west of the site that have a mix of industrial and commercial uses. The site is located within Action Area 5 as designated by the Halton Unitary Development Plan.

Policy RG5 of the adopted Halton Unitary Development Plan indicates a series of uses which it states will be acceptable within the action area along with a series of general principles for development. Whilst provision for "a variety of employment uses" is listed under principles of development, the proposed uses (B2 & B8) are not specifically listed as an acceptable use. Notwithstanding that, the list of acceptable uses given in Policy RG5 could not be considered as an exhaustive list nor does Policy RG5 seek to exclude uses not listed within the policy but more represents a reflection of the aspiration of the policy to seek enhancement of the area.

Previous planning consents for the site have authorised B2 and B8 uses, therefore the proposed flexible use is considered to be appropriate and in keeping with the history of the site. In addition to this, the proposed development would have an acceptable relationship with the surrounding land uses.

It is considered that the principle of the proposed development does not directly conflict with Policy RG5 of the Halton Unitary Development Plan given the surrounding land uses and the history of the site and therefore although B2 and B8 uses are not directly specified in the policy guidance, this does not give substantial justification for refusal of the application. It is considered that the development of the site for proposed use with Use Classes B1, B2 and B8 is considered acceptable in principle.

6.2 Layout

The proposed units would be situated to the north of the site to maximise the space available for parking provision to the front of the units and to create the least visibly intrusive appearance.

The units will comprise of an open area with a wide roller shutter door to maximise the space available for loading and storage. A pedestrian entry door is provided with access to a small kitchen and a WC, with a fire exit located at the rear. Each unit would have a forecourt to the front for loading purposes.

The layout of the proposed development is considered to be acceptable and compliant with Policies BE1, BE2 and E5 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan.

6.3 Scale

The proposed building would provide 1,119sqm floor space for B1, B2 and B8 uses, measuring 81.93m by 14.62m. An overall height to the eaves of 6.26 metres is proposed with a ridge height of 8.46 metres. The scale of the units reflect the site context and surrounding buildings, specifically the existing units to the north west of the site. The location and alignment of the units would integrate with the existing industrial units and the estate road to the north. The proposal is considered to be acceptable in terms of size and scale.

6.4 Appearance

The external walls of the units are proposed to be composite insulated panels. A simple pallet of grey tones are proposed (Merlin Grey and Anthracite colourcoat) to create a neutral appearance and add interest to the elevations. Roof lights are proposed to the roofs to provide natural light to the interior. Each unit would have an area for signage however no details have been submitted as the end users are unknown.

The proposed elevations show that the building would be of an appropriate appearance with some variety in materials to break up the massing of the elevations and add interest to the overall external appearance. Additional landscaping is proposed to enhance the immediate surrounding area

A condition will be attached to implement the approved materials and landscaping scheme to ensure compliance with Policies BE1, BE2 and E5 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan.

6.5 Landscaping and Trees

There are no formal tree constraints associated with the application site and the plot is not situated within a designated Conservation Area. The site does

contain a number of semi-mature trees (Ash, Poplar, Sycamore, Cherry etc.) around the proposed development plot perimeter and many young trees within the traffic islands of the car park. None of the trees on site would satisfy the criteria for Statutory Protection.

The existing landscaping along the perimeter of the site consisting of semi-mature trees and shrubs will mostly be retained to provide natural screening to the development, with some of the landscaping cleared to accommodate the new development. The submitted Arboricultural Impact Assessment concludes that due to the species, condition and limited extent of encroachment, the proposal will not have a detrimental impact on the safe useful life expectancy of the existing trees.

A precautionary method of working near trees has been detailed in the accompanying Arboricultural Method Statement and it is considered that in following the advice in this document, any negative factors affecting the trees on site will be minimised.

In addition to the above, a landscape plan has also been submitted as a supporting document and is considered to be acceptable. The existing boundary fencing would be retained with the addition of a new section along the north east boundary. The proposed fence details have been submitted, consisting of 2.4m high palisade security fence with triple point head settings, finished in green powder coat.

A condition securing the implementation of the landscape plan, tree protection measures and boundary fencing is considered reasonable. This would ensure compliance with Policies BE1 and BE22 of the Halton Unitary Development Plan.

6.6 Ecology

A Preliminary Ecological Appraisal has been submitted to accompany the application. The appraisal concluded that the site is dominated by tall ruderal herb of very little botanical interest or value, there were no protected higher plant species recorded on site and there were no rare or uncommon species or habitats recorded on site.

There are no formal ecological constraints associated with the site, however the plot does sit immediately adjacent to Ditton Brook which discharges into the Upper Mersey Estuary SSSI, RAMSAR, SPA.

The Merseyside Environmental Advisory Service has been consulted on the application and submitted documents. MEAS has advised that the submitted Preliminary Ecological Appraisal report is acceptable however it has some limitations.

These limitations include the radius of the data search was only 500m as opposed to 1km and the surveys were carried out in January, when the presence of invasive plant species is difficult to determine. There is insufficient information to support the conclusion that the trees on site have negligible potential to support roosting bats and the proposals have not been assessed for the potential effects on the Mersey Estuary SPA and Ramsar. There is a direct hydrological connection between the site and the Mersey Estuary via Ditton Brook.

The SSSI Impact Risk Zone triggers for consultation depend on the end use. MEAS has advised that Natural England should be consulted as the end use of the industrial units is unknown and the applicant proposes surface water drainage to Ditton Brook. Natural England has been consulted and comments are awaited. Members will be updated accordingly.

MEAS has advised that the submitted Preliminary Ecological Appraisal report can be cross referenced with site photos and the Submitted Arboricultural Implications Assessment, which supports the conclusions of the report. Therefore no further information regarding bats is required.

The report also proposed a pre-commencement survey for invasive plant species, this is considered acceptable and will be secured by planning condition. If invasive plant species are found on site, a method statement outlining methods for their treatment and disposal should be prepared.

MEAS are undertaking Habitat Regulations Assessment for likely significant effects on the Mersey Estuary SPA and Mersey Estuary Ramsar site. To enable the HRA to be carried out, further information has been requested. Members will be updated accordingly.

The Council's Open Spaces Officer pre-application enquiry response advised that any development of the plot should include a pollution control plan to prevent run off into the brook. This has been requested by MEAS prior to the determination of the application and so cannot be conditioned.

It is also advised that all works comply with current bird nesting legislation (Wildlife & Countryside Act 1981 Part 1 Section1 (1) with amendments). This information will be attached as an informative.

6.7 Site Levels

The development site is relatively level and extends up to the embankment to Ditton Brook to the north west of the site. There is no significant change proposed to the land levels therefore an appropriate relationship can be achieved in terms of appearance and relationships to existing roads.

The proposed land levels are considered to be acceptable and a condition will be attached to ensure the implementation in accordance with the submitted plan.

6.8 Highway considerations

The application site forms part of the wider ownership to Foundry House and comprises an area of surplus car parking to the existing office use that is currently under-used.

Foundry House offers office space within a 10,631sqm building. Presently the building has a 63% occupancy rate with 3,321sqm presently un-occupied. The building as a B1 category use class has a maximum parking requirement in the Unitary Development Plan of 265 spaces. The application sets aside 126 spaces within the site for Foundry House which the HBC Highways Officer has advised would be deemed as acceptable. Further justification and clarification has been sought from the Council's Highways Officer regarding futureproofing the parking provision should the occupancy rate of Foundry House increase. Members will be updated accordingly.

Following pre-application enquiry discussions with the Council's Highway Officer, it is proposed that the existing access to Foundry House be utilised as access to the site. The existing security gate house will have the ability to monitor vehicles accessing the site and this is considered to be appropriate.

A swept path analysis plan has been submitted in support of the application to demonstrate the ability for the proposed development to be accessed and serviced safely and successfully and is considered to be acceptable.

The proposed development has a maximum parking requirement of 22 spaces; 40 car parking spaces are proposed in addition to 10 light goods vehicles spaces. This provides an over provision of parking for the proposed development. 4 disabled parking bays are provided which is in compliance with the 10% requirement for this to be provided. Amendments have been sought to correct the disabled bay hatching at spaces V1 and V10 on Dwg. No. 18/1188/201A – Proposed Site Layout. Members will be updated at committee meeting.

Cycle storage is provided at either end of the proposed building with storage provided for 10 bicycles. Details of these storage shelters will be conditioned to ensure implementation and to comply with Policy TP6 of the Halton Unitary Development Plan.

There is existing hardstanding to the side and rear of the proposed building which will remain unused. A condition will be added to ensure there is no

outdoor storage of materials or products of any kind to ensure there is no impact on the visual amenity of the surrounding area.

6.9 Contamination

The application is supported by the following document:

- Proposed light industrial development Foundry House, Widnes.
Extended phase 1 site investigation report, Ref 4014/01 Issue 1,
TerraConsult Ltd, 31st July 2018

The report includes a desk study, site reconnaissance and a preliminary site investigation.

The preliminary site investigation consisted of 8 trial pits with associated soil sampling and analysis. The initial findings have not identified any significant sources of contamination, although further assessment is required to assess the potential hazard of ground gases and the risk to controlled waters. The report recommends a detailed phase of site investigation, and sets out a scope of works.

The Council's Contaminated Land Officer is in agreement with the findings of the preliminary risk assessment presented in the report, and the recommendations for additional investigation and risk assessment.

The Environment Agency has also been consulted and have commented as follows:

The report submitted in support of this planning application provides us with confidence that it will be possible to suitable manage the risk posed to controlled water by this development. However, further detailed information will be required before built development is undertaken. The proposed development will be acceptable if planning conditions are included within any planning permission granted or the site.

No objections have been raised to the application with the provision that any approval is conditioned to require the completion of a detailed site investigation, risk assessment and, if required, a remediation strategy and associated verification reporting.

The Environment Agency has also requested a condition restricting the use of piling without the written consent of the local planning authority as piling using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways.

On that basis the proposals are considered capable of demonstrating compliance with the development plan having particular regard to UDP Policy PR14 and Core Strategy Policy CS23.

6.10 Lighting and Noise

The application has not been supported by a Noise Impact Assessment or Lighting Assessment, however the proposed development has been discussed at length with the Council's Environmental Health Officer at Pre-application stage. The Environmental Health Officer notes that the development is some distance from residential areas and on that basis potential issues arising from noise and light are considered to raise less concern.

The proposed building is orientated with a largely blank elevation facing North West towards the residential properties beyond Foundry Lane. The building itself therefore offers a significant degree of screening from any potential light and noise sources from the loading and service yard activities which are located to the south east of the building.

Given that the planning application is for units containing B1, B2 and B8 uses, a condition restricting hours of use from 7am – 7pm would be appropriate. This has been agreed with the agent on the basis that a noise report has not been requested as the end use of the proposed units is unknown.

The Environmental Health Officer has noted that it would be difficult to apply noise conditions when the end use of the units is not known. However Environmental Health has the statutory nuisance provisions of the Environmental Protection Act 1990, which can be applied should noise become an issue during daytime hours.

Should the individual occupiers of each unit require extended hours they could come back to planning and at that point a noise report would be requested based on the potential end use of that individual unit.

6.11 Flood Risk and Drainage

The application is supported by a Flood Risk Assessment (FRA). This advises that the site is shown to be primarily within Flood Zone 2 with a low risk of groundwater, artificial sources, sewers and drainage and surface flooding; together with a medium risk of tidal and fluvial flooding.

United Utilities have commented on the application, following a review of the submitted Flood Risk Assessment, the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted, they would suggest conditions relating to surface water and foul water be attached to any subsequent decision.

The Environment Agency has also commented on the submitted Flood Risk Assessment and have raised no objection subject to a condition being added ensuring finished floor levels be set no lower than 7.75 metres above Ordnance

Datum. This accords with the submitted proposed floor levels and is therefore considered to be acceptable.

Comments from the LLFA are awaited, members will be updated at Committee meeting.

6.12 Waste

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

The applicant has provided information on the location of 2 bin stores, one at either end of the car park area. Each bin store (serving 5 units) will be provided with 3No. Euro Bins (1100 litre capacity) with separate bin for paper and cardboard, general waste and plastic and glass. No details have been provided with respect to bin screening however this can be secured by condition. The above is considered to be acceptable in accordance with Policy WM9 of the Joint Merseyside and Halton Waste Local Plan.

7. CONCLUSIONS

The application seeks permission for development of the currently under used area of surplus parking that serves Foundry House. The application proposes to build 10 light industrial units with flexible B1, B2 and B8 uses with associated loading bays, parking, landscaping and associated infrastructure. The proposed new building would comprise of a maximum floor space of 1,119m², equating to 111.9m² per unit.

The proposals offer the opportunity for further inward investment in the borough, the appropriate reuse of a brown field site and for employment creation. It is envisaged that the units will appeal to small businesses that require a base for storage and packaging of goods and thus would generate employment and growth in this area, supporting the objectives of policy CS4 of the Halton Core Strategy.

The site is located within a sustainable and accessible location to an existing industrial estate with established infrastructure and transport links.

The application site is previously developed land forming the periphery and part of the extended parking area to Foundry House. The parking area that is

proposed to be developed is surplus to the requirements of Foundry House and therefore this proposal makes use of the land and remodelling of a site within an existing employment area.

It is considered that the principle of the proposed development does not directly conflict with Policy RG5 of the Halton Unitary Development Plan given the surrounding land uses and the history of the site and therefore it is considered that the development of the site for proposed use with Use Classes B1, B2 and B8 is considered acceptable in principle.

A number of issues are outstanding at the time of writing however it is considered that these can be adequately resolved and addressed by update to the Committee and/ or appropriate planning conditions as required. These include awaited comments from the LLFA, clarification in parking numbers, an amended plan showing the disabled parking spaces amended to include additional hatching markings and additional information requested by MEAS.

The scheme is considered to offer good quality development at a sustainable location and it is considered that the overall objectives of the adopted Halton Unitary Development Plan, Supplementary Planning Documents and National Planning Policy Framework can be met within the proposed development.

8. RECOMMENDATIONS

The application be approved subject to conditions relating to the following:

1. Standard 3 year timescale for commencement of development (BE1)
2. Specifying approved/amended plans (BE1)
3. Materials condition, requiring external finishing materials be carried out as approved (BE2)
4. Implementation of Proposed Site and finished floor Levels (Policy BE1)
5. Landscaping condition requiring Implementation of Landscaping scheme (Policy BE1)
6. Boundary treatment condition(s) requiring fencing etc. be carried out as approved (BE22)
7. Pre-commencement survey for invasive plant species
8. Drainage details/strategy to be implemented (UU surface water condition (PR16)
9. Foul water drained on separate system (PR16)
10. Conditions relating to further detailed site investigation/ risk assessment/ remediation strategy/ verification (PR14/15)
11. Piling using penetrative methods shall not be carried out other than with written consent (EA applied)
12. No drainage for the infiltration of surface water to the ground (EA Applied)
13. In accordance with Arb Method Statement (BE1)
14. In accordance with ecological appraisal (GE18)

15. Cycle Storage Details and Implementation (Policy TP6)
16. Bin screen details (BE1)
17. Vehicle access, parking, servicing etc. to be constructed prior to occupation/ commencement of use. (BE1)
18. submission and agreement of Site Waste Management Plan (WM8)
19. Pollution control plan
20. Hours of operation (Policy BE1)
21. No outdoor storage (Policy E5)

9. INFORMATIVES

1. Breeding birds protection (Policy GE21)
2. Construction Method Plan and considerate constructors

10. SUSTAINABILITY STATEMENT

The decision to grant permission and impose any conditions has been taken having regard to the relevant policies and proposals in the Development Plan set out above. The Local Planning Authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with planning applications in accordance with Part 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

<p>APPLICATION NUMBERS & PROPSALS:</p>	<p>19/00285/FUL – Proposed external alterations to insert new windows and doors. Flat roofed extension to rear courtyard elevation to facilitate the creation of 2no. dwelling units. Conversion of basement to 3no. dwelling units and bin/cycle storage for the building (PLANNING APPLICATION);</p> <p>19/00306/P3MPA – Prior notification for proposed change of use of part of ground floor from former bank (Use Class A2) to 2no. independent one bed apartments (Use Class C3) (PRIOR APPROVAL APPLICATION);</p> <p>19/00307/P3JPA – Prior notification for proposed change of use of first and second floor from offices (Use Class B1) to form 10no. independent one bedroom apartments (Use Class C3) (PRIOR APPROVAL APPLICATION);</p> <p>19/00309/P3JPA – Prior notification for proposed change of use of ground floor from offices (Use Class B1) to form 2no. independent one bed apartments (Use Class C3) (PRIOR APPROVAL APPLICATION).</p>
<p>LOCATION:</p>	<p>Victoria Buildings, High Street, Runcorn, Cheshire.</p>
<p>WARD:</p>	<p>Mersey</p>
<p>PARISH:</p>	<p>None</p>
<p>AGENT(S) / APPLICANT(S):</p>	<p>AGENT – Mr Mark Hitchmough – Daccus ACM. APPLICANT - Mr Steve Haigh – Haigh Developments.</p>
<p>SITE MAP</p>	



Members should note that all four applications relate to the same building and are to be determined by the Development Control Committee due to the cumulative number of residential units being proposed. Three of the four applications are prior approval applications under Schedule 2, Part 3, of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as Amended). The fourth application is a full planning application for the external changes required to facilitate the changes of use proposed, a flat roofed extension to rear courtyard elevation to facilitate the creation of 2no. dwelling units and conversion of basement to 3no. dwelling units and bin/cycle storage for the building. Due to the interrelated nature of the applications, they are presented as one report.

Members will also note that a similar package of applications was considered by the Development Control Committee in April 2018. This would have resulted in the building being converted into 29no. residential units. The previous scheme has not been implemented and this current proposal represents a significant reduction in the number of units which the current overall proposal now being for 17no. residential units.

CONSIDERATION OF APPLICATIONS 19/00307/P3JPA AND 19/00309/P3JPA.

These applications both propose a change of use from Class B1(a) offices to Class C3 (dwellinghouses) which is permitted development under Schedule 2, Part 3, Class O of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as Amended).

There are a number of instances set out below where this change of use is not permitted development.

Development is not permitted by Class O where—

- (b) the building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order immediately before 30th May 2013 or, if the building was not in use immediately before that date, when it was last in use; **DOES NOT APPLY**
- (d) the site is or forms part of a safety hazard area; THIS LAND IS NOT WITHIN THE CONSULTATION ZONE OF A MAJOR HAZARD SITE OR PIPELINE. **DOES NOT APPLY**
- (e) the site is or forms part of a military explosives storage area; **DOES NOT APPLY**
- (f) the building is a listed building or is within the curtilage of a listed building; **DOES NOT APPLY**
- (g) the site is, or contains, a scheduled monument. **DOES NOT APPLY**

None of the above instances apply to these proposals.

These proposals are therefore permitted by Class O subject to the condition that before beginning the development, the developer shall apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

- (a) **transport and highways impacts of the development;**
- (b) **contamination risks on the site;**
- (c) **flooding risks on the site;**
- (d) **impacts of noise from commercial premises on the intended occupiers of the development,**

and the provisions of paragraph W (prior approval) of this Part apply in relation to that application.

As the proposals are permitted development, the principle of development is accepted and the only considerations relevant to the determination of this prior approval application are the **four considerations** set out above.

Transport and highway impacts of the development

The procedure for dealing with prior approval applications makes clear that the National Planning Policy Framework is relevant to the subject matter of the prior approval. In respect of transport impacts, it states that “development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

The property is in a town centre location and adequate local parking is available. It is also noted that there is a bus stop within easy access of the site.

It is not considered that the proposal would have a severe transport and highway impact.

The proposals are therefore considered acceptable in this regard.

Contamination risks on the site

The Contaminated Land Officer has reviewed the proposal in respect of contamination risks and whilst the development is for new residential units, the nature of the conversion and a lack of historical potentially contaminative land uses mean that there is no requirement for detailed land contamination assessment for the site.

Based on the above, it is not considered that as a result of the proposed change of use, the site will be contaminated land as described in Part 2A of the Environmental Protection Act 1990 and the proposal is acceptable in this regard.

Flooding risks on the site

The site subject of the application is located within Flood Zone 1 and has a low probability of river or sea flooding (less than 1 in 1000 annual probability). The proposal is therefore considered acceptable in this regard.

Impacts of noise from commercial premises on the intended occupiers of the development

The site is located in the centre of Runcorn in a mixed use area which includes residential properties. This part of High Street is becoming more residential in nature and there have been a number of similar proposals changing the use to residential. The proposed residential use is considered to be compatible with the adjacent land uses and it is not considered that the impacts of noise from commercial premises would have a significantly detrimental impact on residential amenity.

Conclusion

Based on the four considerations with these prior approval applications, the proposals are acceptable and prior approval is not required.

RECOMMENDATION - (19/00307/P3JPA – 10NO. INDEPENDENT ONE BED APARTMENTS & 19/00309/P3JPA – 2NO. INDEPENDENT ONE BED APARTMENTS)
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It is recommended that prior approval for the change of use from Class B1(a) offices to Class C3 (dwellinghouses) is not required.

Condition:

Development under Class O is permitted subject to the condition that it must be completed within a period of 3 years starting with the prior approval date.
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CONSIDERATION OF APPLICATION 18/00130/P3MPA

This application proposes a change of use from Class A2 (financial and professional services) to Class C3 (dwellinghouses) which is permitted development under Schedule 2, Part 3, Class M of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as Amended).

There are a number of instances set out below where this change of use is not permitted development.

Development is not permitted by Class M if —

- (a) the building was not used for one of the uses referred to in Class M(a)—
 - (i) on 20th March 2013, or
 - (ii) in the case of a building which was in use before that date but was not in use on that date, when it was last in use; **DOES NOT APPLY**
- (b) permission to use the building for a use falling within Class A1 (shops) or Class A2 (financial and professional services) of the Schedule to the Use Classes Order has been granted only by this Part; **DOES NOT APPLY**
- (c) the cumulative floor space of the existing building changing use under Class M exceeds 150 square metres; **DOES NOT APPLY**
- (d) the development (together with any previous development under Class M) would result in more than 150 square metres of floor space in the building having changed use under Class M; **DOES NOT APPLY**
- (e) the development would result in the external dimensions of the building extending beyond the external dimensions of the existing building at any given point; **DOES NOT APPLY**
- (f) the development consists of demolition (other than partial demolition which is reasonably necessary to convert the building to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order); or **DOES NOT APPLY**
- (g) the building is —
 - (i) on article 2(3) land; **DOES NOT APPLY**
 - (ii) in a site of special scientific interest; **DOES NOT APPLY**
 - (iii) in a safety hazard area; **DOES NOT APPLY**
 - (iv) in a military explosives storage area; **DOES NOT APPLY**
 - (v) a listed building; or **DOES NOT APPLY**
 - (vi) a scheduled monument. **DOES NOT APPLY**

None of the above instances apply to this proposal.

This proposal is therefore permitted by Class M subject to the condition that before beginning the development, the developer shall apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to —

- (a) **transport and highways impacts of the development,**
- (b) **contamination risks in relation to the building,**
- (c) **flooding risks in relation to the building,**

(d) whether it is undesirable for the building to change to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order because of the impact of the change of use—

(i) on adequate provision of services of the sort that may be provided by a building falling within Class A1 (shops), Class A2 (financial and professional services) or Class A5 (hot food takeaways) of that Schedule or, as the case may be, a building used as a launderette, but only where there is a reasonable prospect of the building being used to provide such services, or

(ii) where the building is located in a key shopping area, on the sustainability of that shopping area, and

(e) the design or external appearance of the building,

and the provisions of paragraph W (prior approval) of this Part apply in relation to that application.

As the proposal is permitted development, the principle of development is accepted and the only considerations relevant to the determination of this prior approval application are the considerations set out above.

Transport and highway impacts of the development

The procedure for dealing with prior approval applications makes clear that the National Planning Policy Framework is relevant to the subject matter of the prior approval. In respect of transport impacts, it states that “development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

The property is in a town centre location and adequate local parking is available. It is also noted that there is a bus stop within easy access of the site.

It is not considered that the proposal would have a severe transport and highway impact.

The proposals are therefore considered acceptable in this regard.

Contamination risks on the site

The Contaminated Land Officer has reviewed the proposal in respect of contamination risks and whilst the development is for new residential units, the nature of the conversion and a lack of historical potentially contaminative land uses mean that there is no requirement for detailed land contamination assessment for the site.

Based on the above, it is not considered that as a result of the proposed change of use, the site will be contaminated land as described in Part 2A of the Environmental Protection Act 1990 and the proposal is acceptable in this regard.

Flooding risks on the site

The site subject of the application is located within Flood Zone 1 and has a low probability of river or sea flooding (less than 1 in 1000 annual probability). The proposal is therefore considered acceptable in this regard.

Desirability of the building to change to a use falling within Class C3 (dwellinghouses)

There is considered to be adequate provision of services in respect of Class A1 (shops), Class A2 (financial and professional services), Class A5 (hot food takeaways) and a launderette in the locality. The site is located the Runcorn Town Mixed Use Area and the relevant policy relating to this indicates the suitability of a Class C3 use in this area. It is concluded that the proposal would not compromise the sustainability of the Runcorn Old Town shopping area. The proposal is therefore considered acceptable in this regard.

Design or external appearance of the building

It is noted that there is provision in this particular class to undertake building operations necessary to convert the building. These alterations are considered to respect the character of the building which has strong design features in its outward facing elevations. The resultant external appearance is considered to be acceptable.

Conclusion

Based on the consideration with this prior approval application, the proposal is acceptable and prior approval is not required.

RECOMMENDATION – 19/00306/P3MPA – 2NO. INDEPENDENT ONE BED APARTMENTS.

It is recommended that prior approval for the change of use from Class A2 financial and professional services to Class C3 (dwellinghouses) is not required.
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Conditions:

1) Development under Class M(b) must be completed within a period of 3 years starting with the prior approval date; and
2) A building which has changed use under Class M is to be used as a dwellinghouse within the meaning of Class C3 of the Schedule to the Use Classes Order and for no other purpose, except to the extent that the other purpose is ancillary to the primary use as such a dwellinghouse.

APPLICATION 19/00310/P3PPA

Members will note that the recently submitted application 19/00310/P3PPA was a prior notification for a proposed change of use of basement from storage or distribution (use class B8) to form 3 no. independent one bed apartments. Application 19/00310/P3PPA sought to utilise Schedule 2, Part 3, Class P of The Town and

Country Planning (General Permitted Development) (England) Order 2015 (as Amended) for a change of use from Class B8 (storage or distribution centre) to Class C3 (dwellinghouses), however this was a temporary provision which has not been extended by the Government. The applicant has now **WITHDRAWN** this application and the proposals for the basement have been incorporated into the full planning application (**19/00285/FUL**).

CONSIDERATION OF APPLICATION 19/00285/FUL

This application proposes external alterations to insert new windows and doors, flat roofed extension to rear courtyard elevation to facilitate the creation of 2no. dwelling units and the conversion of basement to 3no. dwelling units and bin/cycle storage for the building.

Principle of Residential Development

The site is located in a Mixed Use area as designated by the Halton Unitary Development Plan (UDP). Policy TC10 'Runcorn Town Centre Mixed Uses Areas' of the UDP indicates a number of different uses will be acceptable in this area including dwelling houses (Use Class C3). The principle of extending the building and also the utilisation of part of the existing building is considered to be acceptable. It is also noted that an implementable package of applications from 2018 exists and would result in the building being converted into 29no. residential units. The overall package under consideration this time would be for a reduced number of 17no. residential units.

Design

The current proposal acknowledges the strong design features in its outward facing elevations of this building and seeks to reuse the existing window and door openings as part of the building's conversion to residential. The alterations in the other elevations which do not face High Street or Devonshire Place are considered to be acceptable.

The application also includes a flat roofed extension to the rear courtyard elevation. This would involve extending upwards to facilitate the creation of 2no. dwelling units at second floor level. The existing roof which would be removed is pitched and would be replaced by a flat roof. In design terms, a pitched roof is generally considered preferable to a flat roof, however given the location of the extension which would be concealed from the main outward facing elevations due to its lower height. In terms of the way the building would be viewed from the south, these elevations are viewed as being secondary to the main outward facing elevations on High Street and Devonshire Place and the resultant appearance of the extension is not considered to be seriously detrimental to warrant the refusal of the application.

In order to ensure satisfactory appearance, it is considered reasonable to attach a condition ensuring that the materials to be used match or closely harmonise with existing finishes.

The overall external design of the scheme is considered to be acceptable in compliance with the UDP.

Amenity

The proposed 2no. residential units at second floor level subject of this planning application are considered acceptable from an amenity perspective by virtue of the location of the window openings which would serve habitable rooms.

Of the proposed 3no. residential units located in the basement, two of the units would be served by lightwells with the remaining unit being served by windows. It is acknowledged that the basement units do not represent the highest level of quality for a residential development in terms of amenity, however it is noted that the current proposal does represent an improvement in terms of space compared to the 2018 proposal which was for 5no. residential units and a bin and cycle storage solution which would unlikely be used by virtue of its location down a number of steps.

The Council's Design of Development SPD seeks that apartment developments make provision for private outdoor amenity space with 50sqm being used as a guide. This proposal is for the conversion of a building which has been vacant for some time and does not benefit from any areas of outdoor space. There are many examples in town centre locations where apartments do not benefit from private amenity space and the refusal of this application on the basis of lack of private amenity space is not considered to be substantiated.

In conclusion, whilst some of the residential units proposed do not represent the highest quality of residential development in terms of amenity, the overall scheme represents a significant improvement over the 2018 scheme with the conclusion being that the proposal is acceptable from an amenity perspective in compliance with the UDP.

Highway Considerations

The Highway Officer has commented that the proposal does not offer any off street parking and although a sustainable location in terms of access to bus services and the local train station good quality provision to encourage the use of cycles is an important consideration.

The Highway Officer considers that the cycle storage shown in the basement accessed via the narrow side passage through roller shutter doors or down a set of stairs is considered poor and unlikely to attract occupants or visitors to utilise cycling as an alternative mode of travel.

The Highway Officer is of the view that the bin storage positioning is not considered to be convenient and even with careful management on collection day the sheer number of wheelie bins shown on the plan could cause issues on the adjacent adopted highway.

Members are advised that during the processing of the application, both the bin and cycle storage provision has been significantly enhanced over the solution originally submitted and also that which was included as part of the 2018 package of applications. Whilst they do not represent an optimum solution, it is considered that the applicant has made endeavours to enhance the proposal. It should also be noted that the Highway Authority have powers to deal with obstructions on the highway. Given the considerations set out above and also being mindful of the potential fall-back position with the 2018 proposals, it is not considered that a refusal on these grounds can be sustained in this instance.

It is not considered that any significant highway implications result from the proposals subject of the full planning application and the proposal is compliant with the UDP.

Open Space

Policy H3 of the Halton Unitary Development Plan states that for new residential development, developers will be required to ensure that there would be sufficient recreational greenspace to meet the local needs of the people living there.

Based on the ministerial statement in government policy on small scale developers dated 28th November 2014 and the changes to the Planning Policy Guidance (PPG), contributions for schemes which are for less than 10 dwellings are no longer being sought.

Ground Contamination

The Contaminated Land Officer has reviewed the proposal in respect of contamination risks and whilst the development is for new residential units, the nature of the conversion, the location of the proposed extension and a lack of historical potentially contaminative land uses mean that there is no requirement for detailed land contamination assessment for the site.

Based on the above, the proposal is considered to be compliant with the UDP.

Waste Management

Policy WM9 of the Joint Merseyside and Halton Waste Local Plan is applicable to this application. In terms of waste management based on the amount of development proposed, there is likely to be sufficient space for the storage of waste including separated recyclable materials within the proposed bin store. The proposal is considered to be compliant with Policy WM9 of the Joint Merseyside and Halton Waste Local Plan.

Conclusion

The proposed external alterations, extension to the building along with conversion of part of the building to create 5no. residential units is considered to be acceptable and the application is recommended for approval.

RECOMMENDATION - 19/00285/FUL – PROPOSED EXTERNAL ALTERATIONS TO INSERT NEW WINDOWS AND DOORS. FLAT ROOFED EXTENSION TO REAR COURTYARD ELEVATION TO FACILITATE THE CREATION OF 2NO. DWELLING UNITS. CONVERSION OF BASEMENT TO 3NO. DWELLING UNITS AND BIN/CYCLE STORAGE FOR THE BUILDING.

Grant planning permission subject to the following conditions:

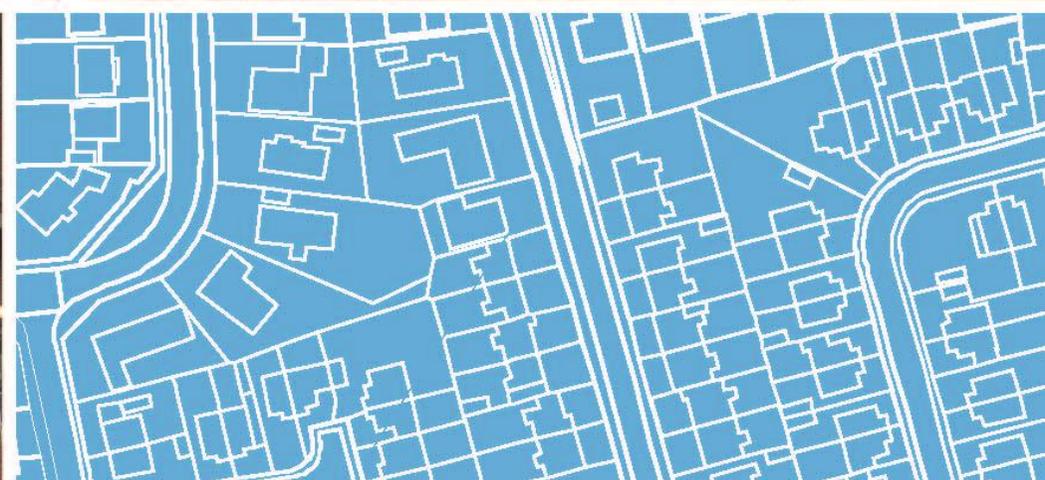
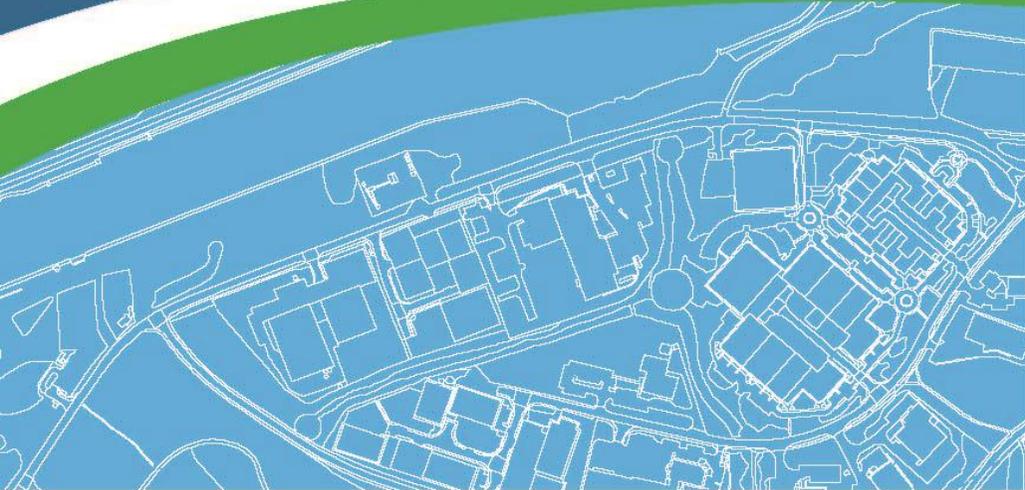
- 1. Time Limit**
- 2. Approved Plans**
- 3. External Facing Materials**
- 4. Implementation of Bin and Cycle Storage.**

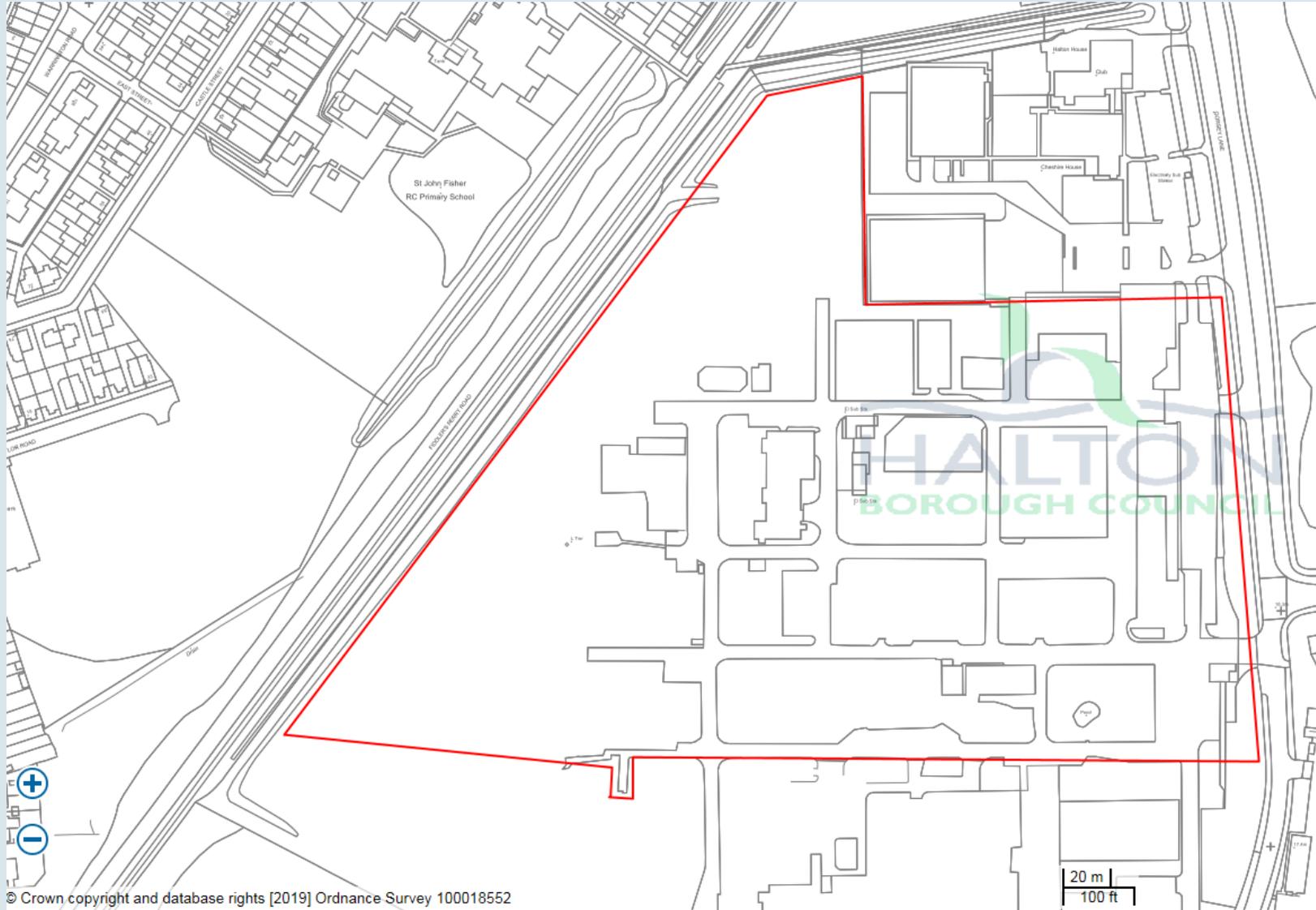
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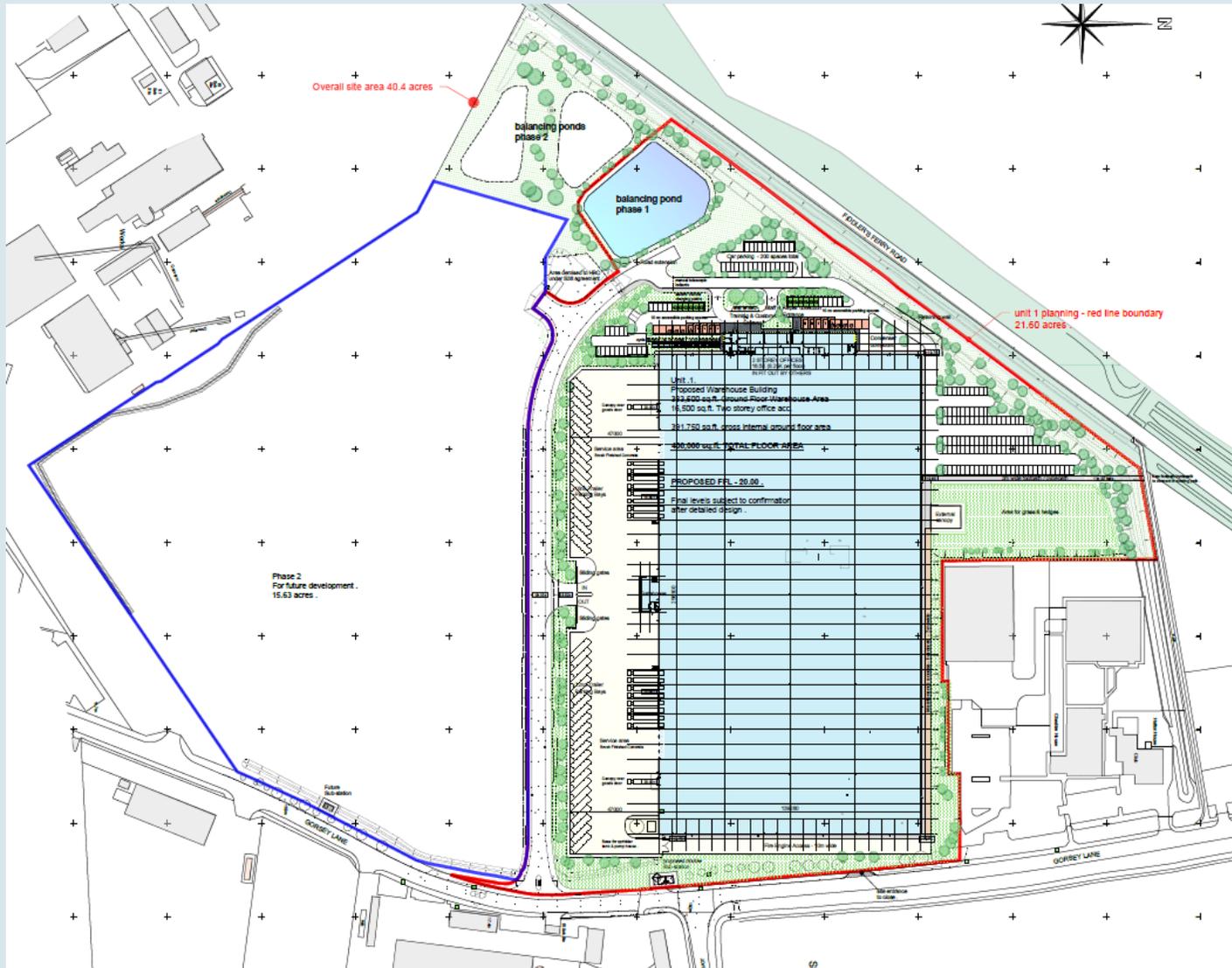
- 1. Construction Management**

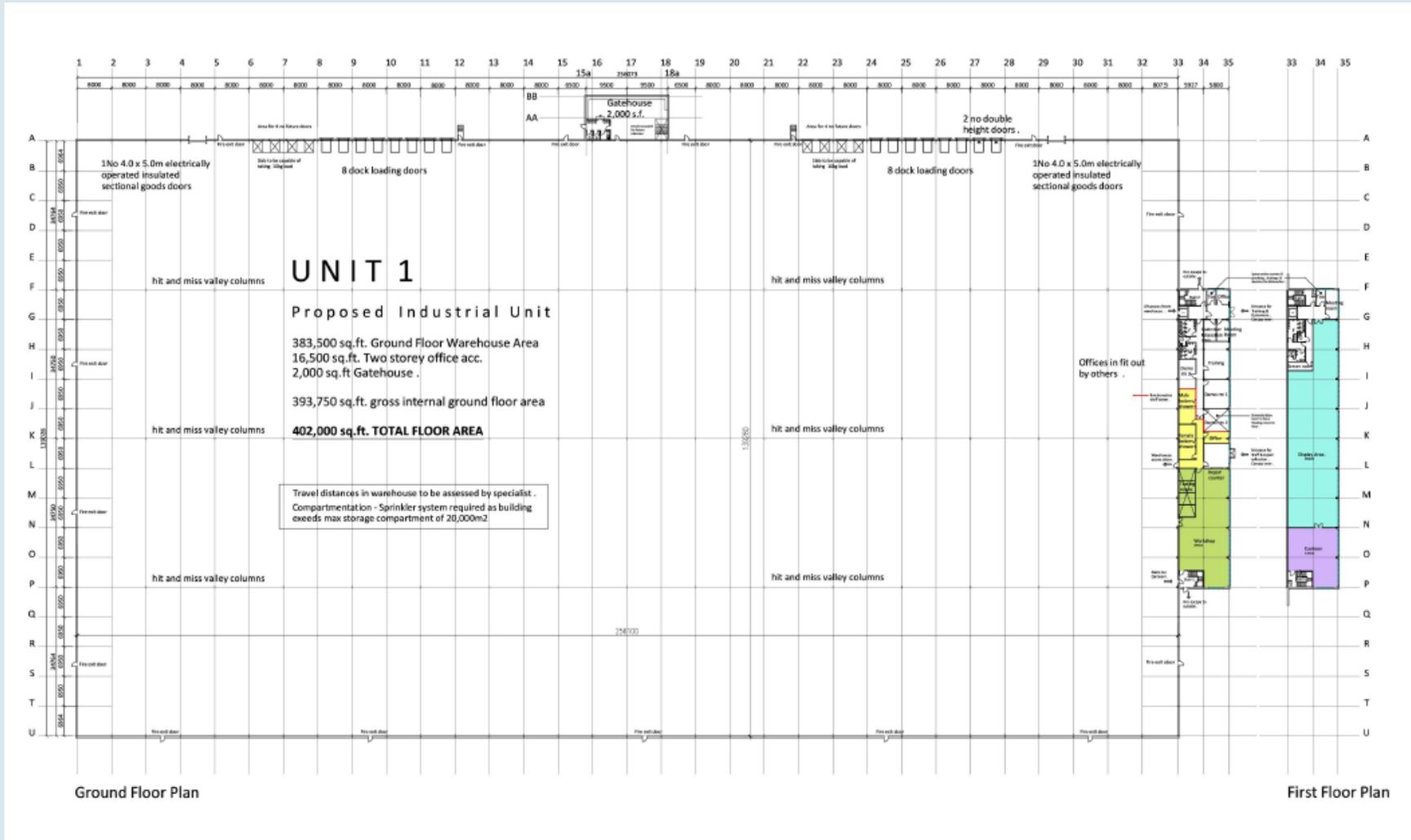
SUSTAINABILITY STATEMENT

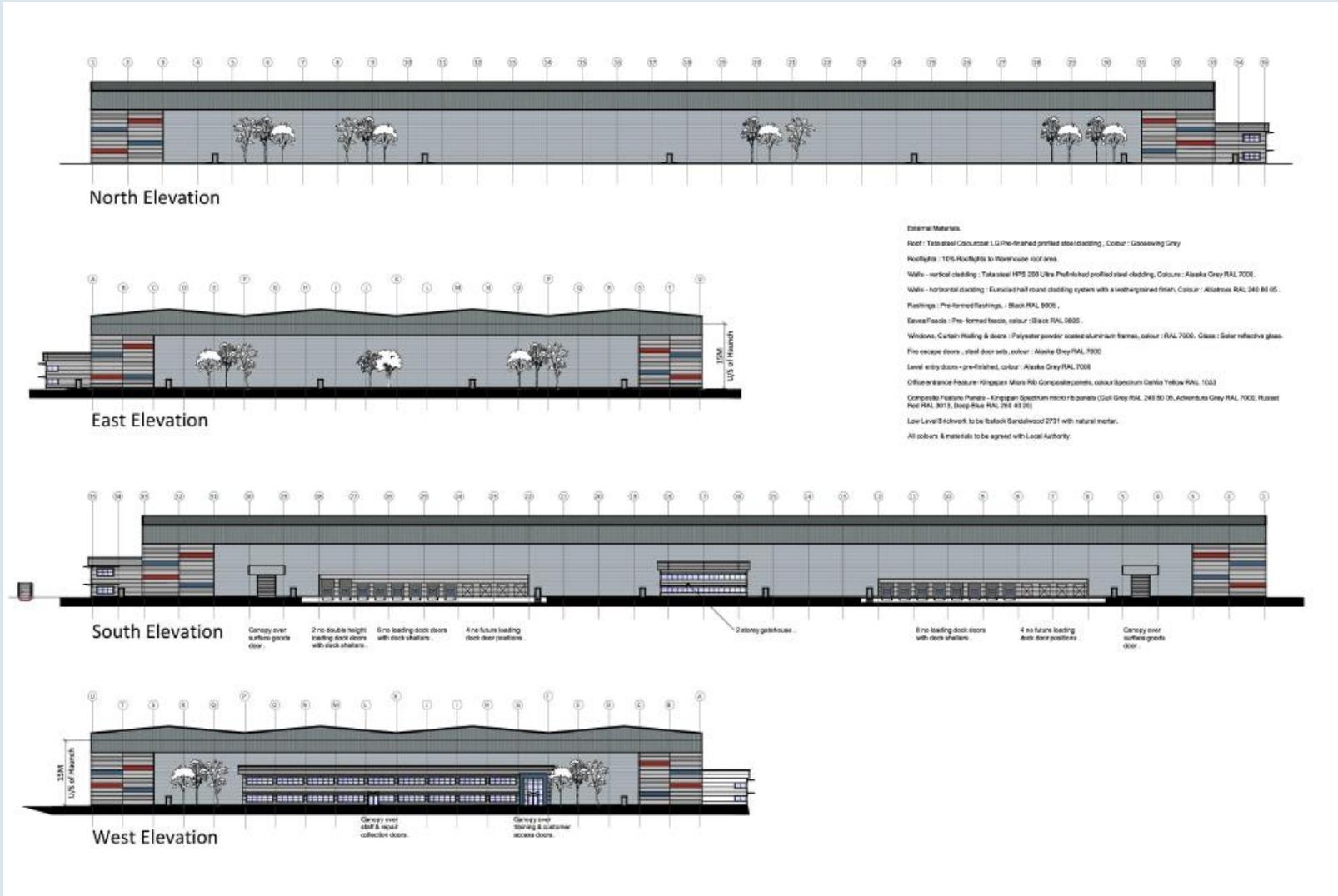
The decision to grant permission and impose any conditions has been taken having regard to the relevant policies and proposals in the Development Plan set out above. The Local Planning Authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with planning applications in accordance with Part 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

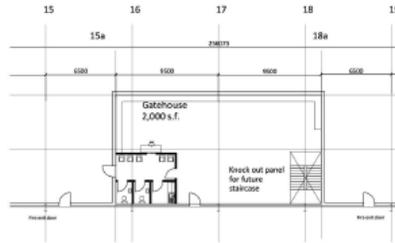






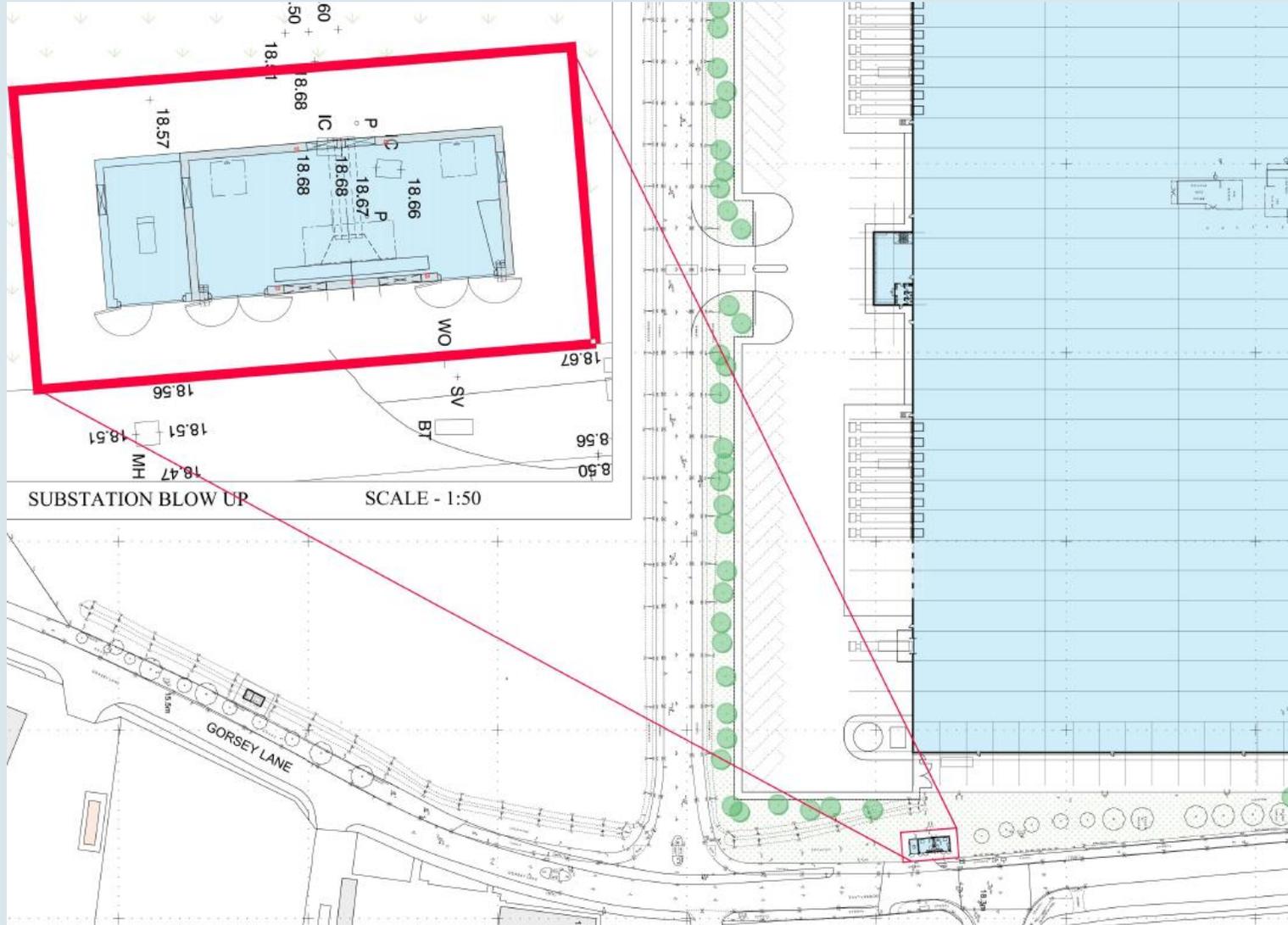






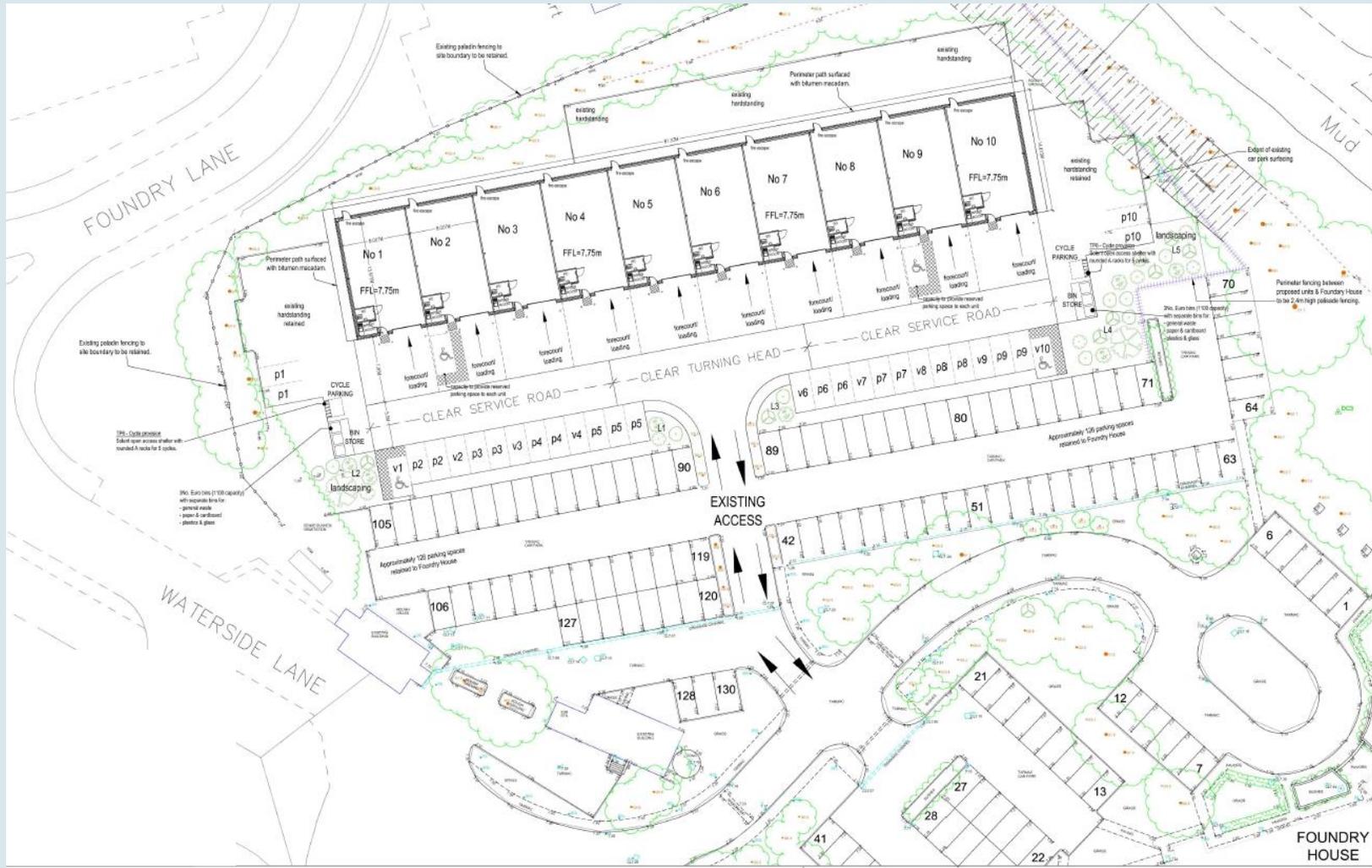
Gatehouse Plan .





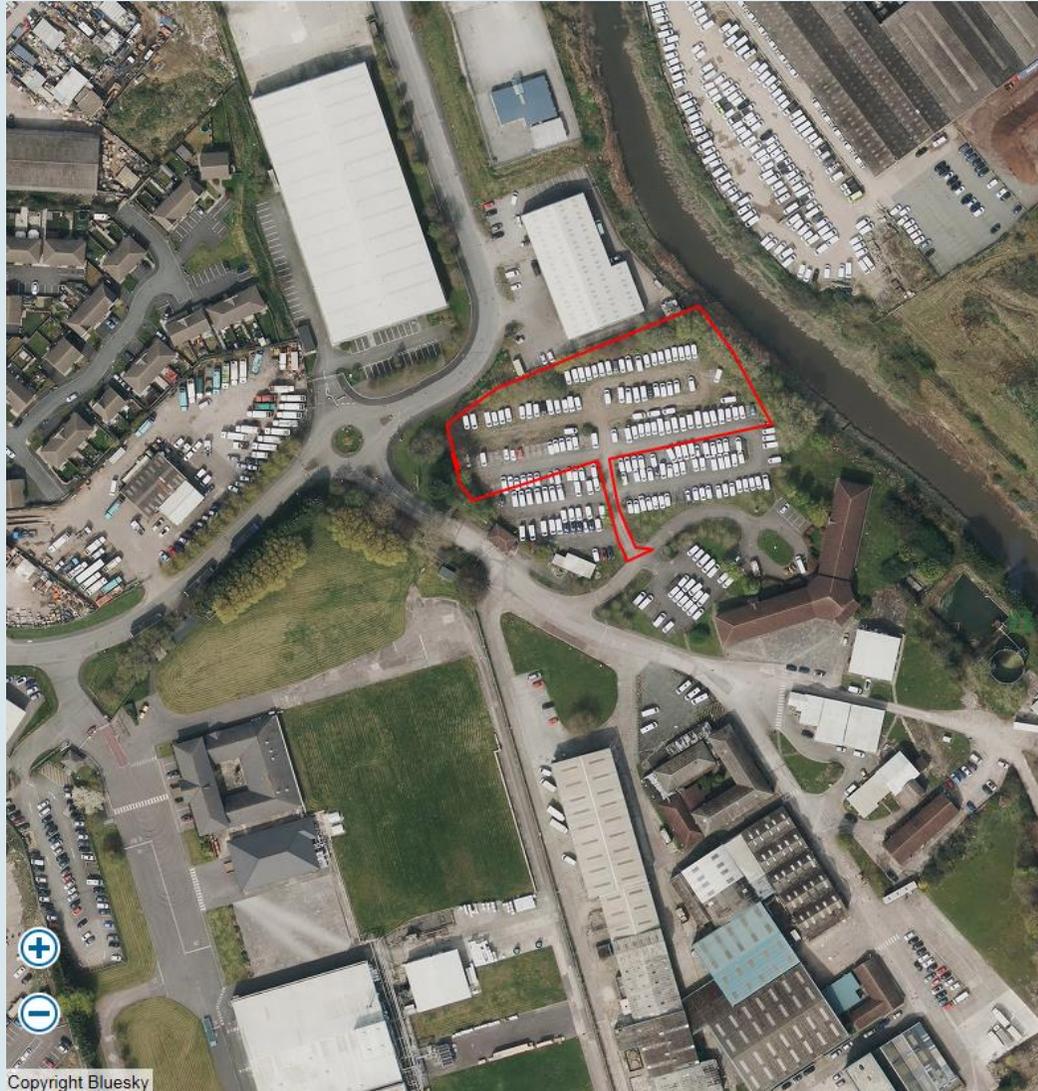


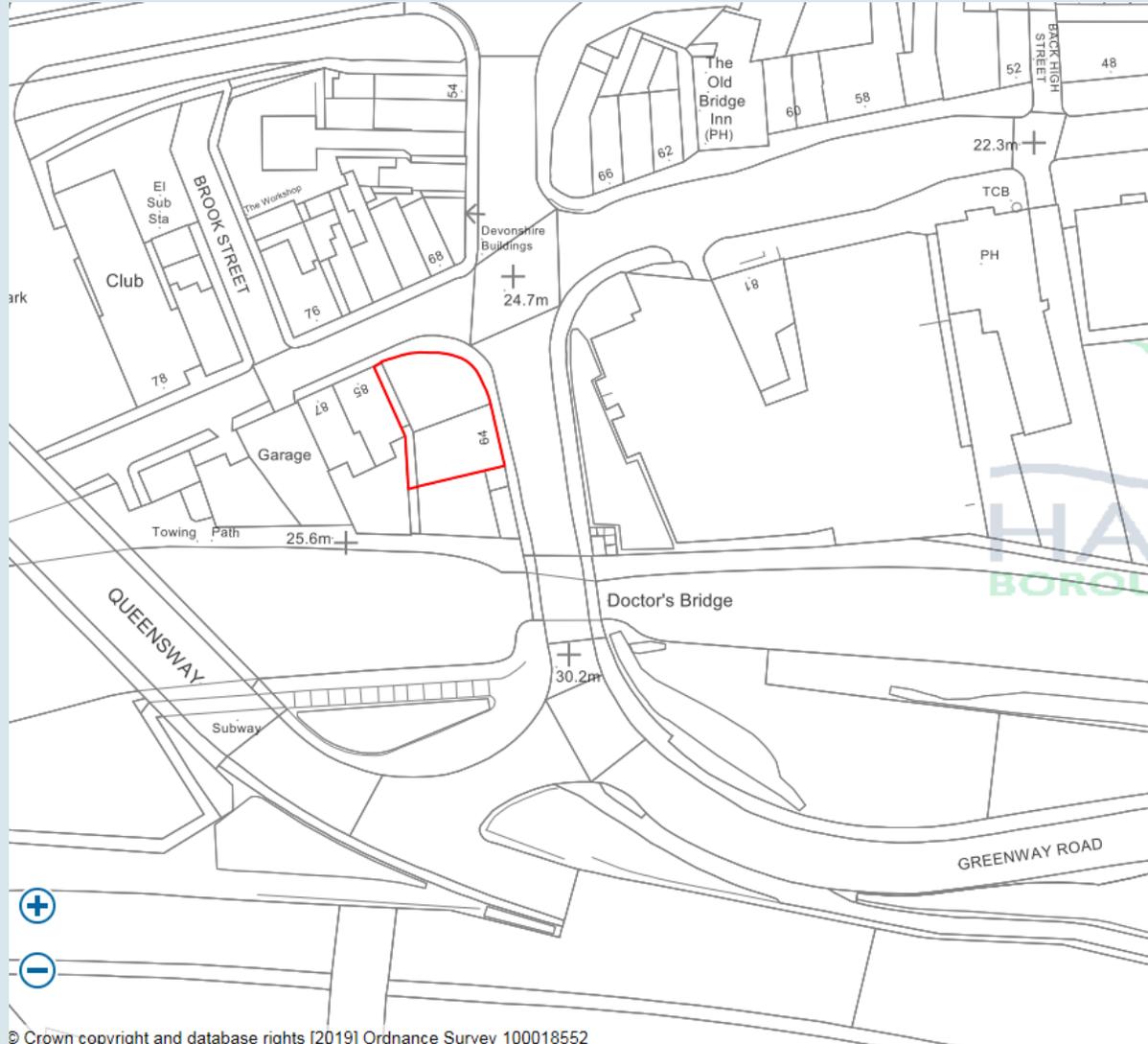




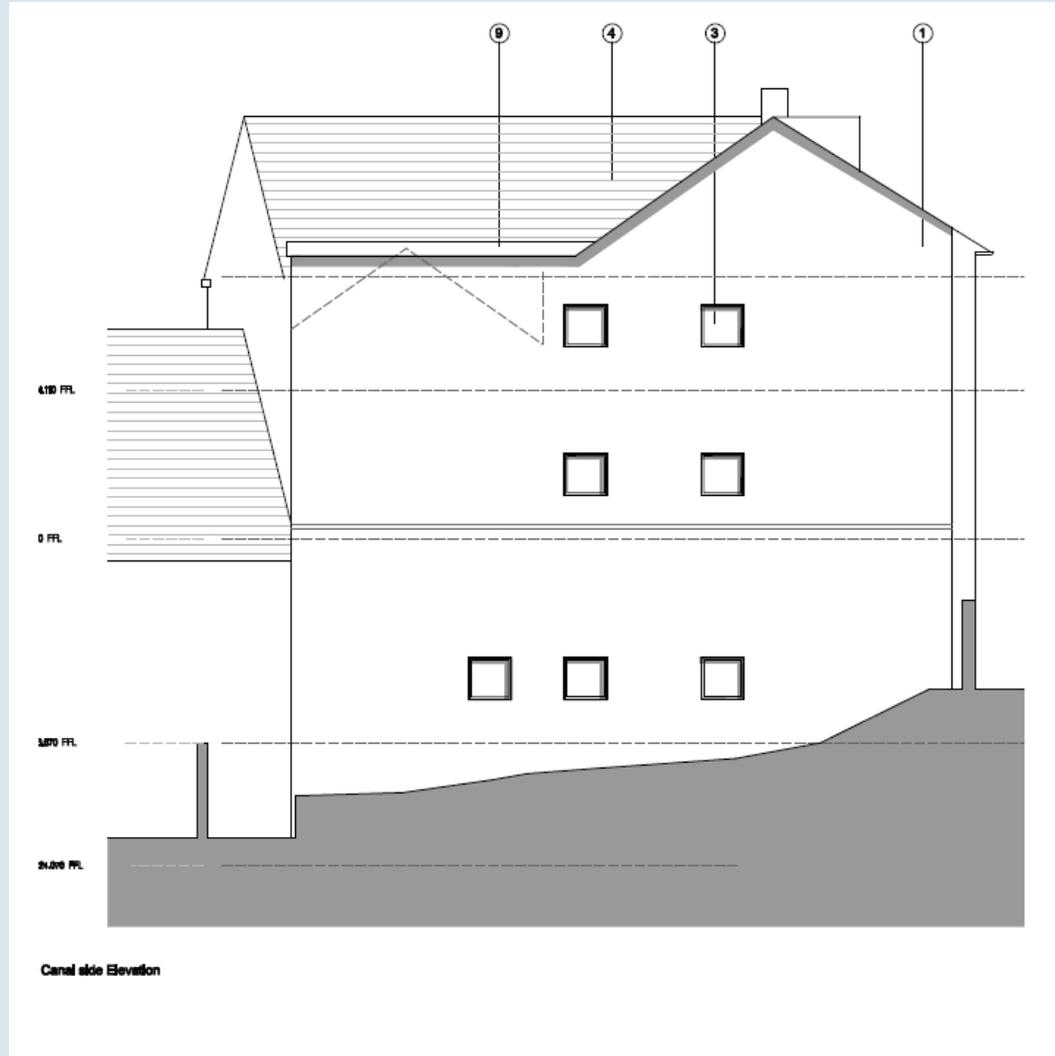








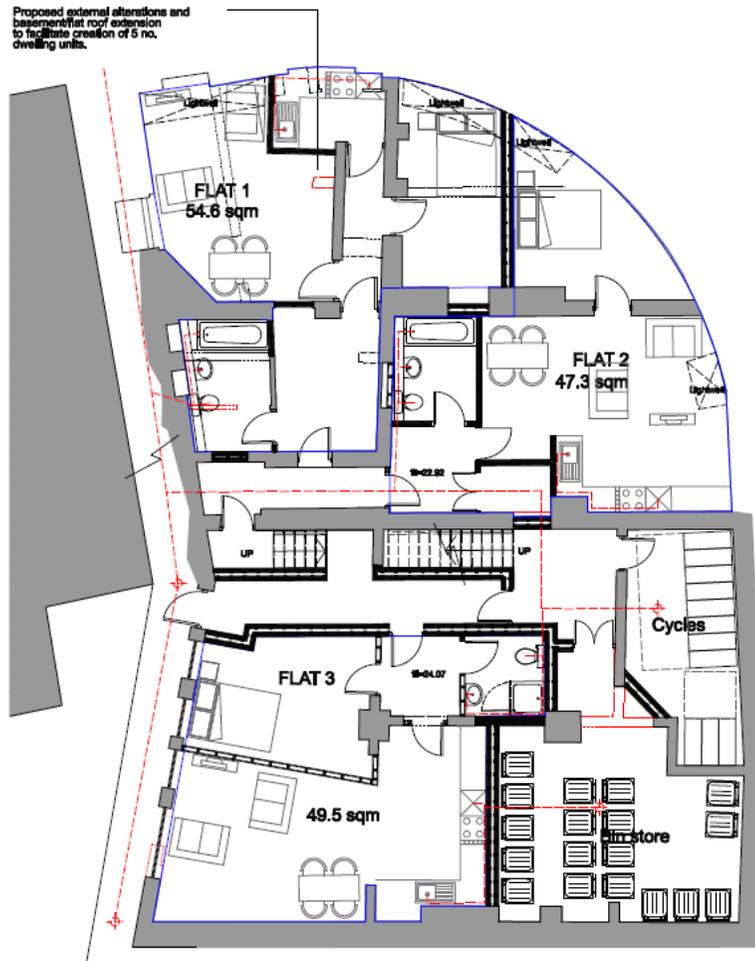




Basement

Application number - 19/00285/FUL

Proposed external alterations and basement flat roof extension to facilitate creation of 5 no. dwelling units.

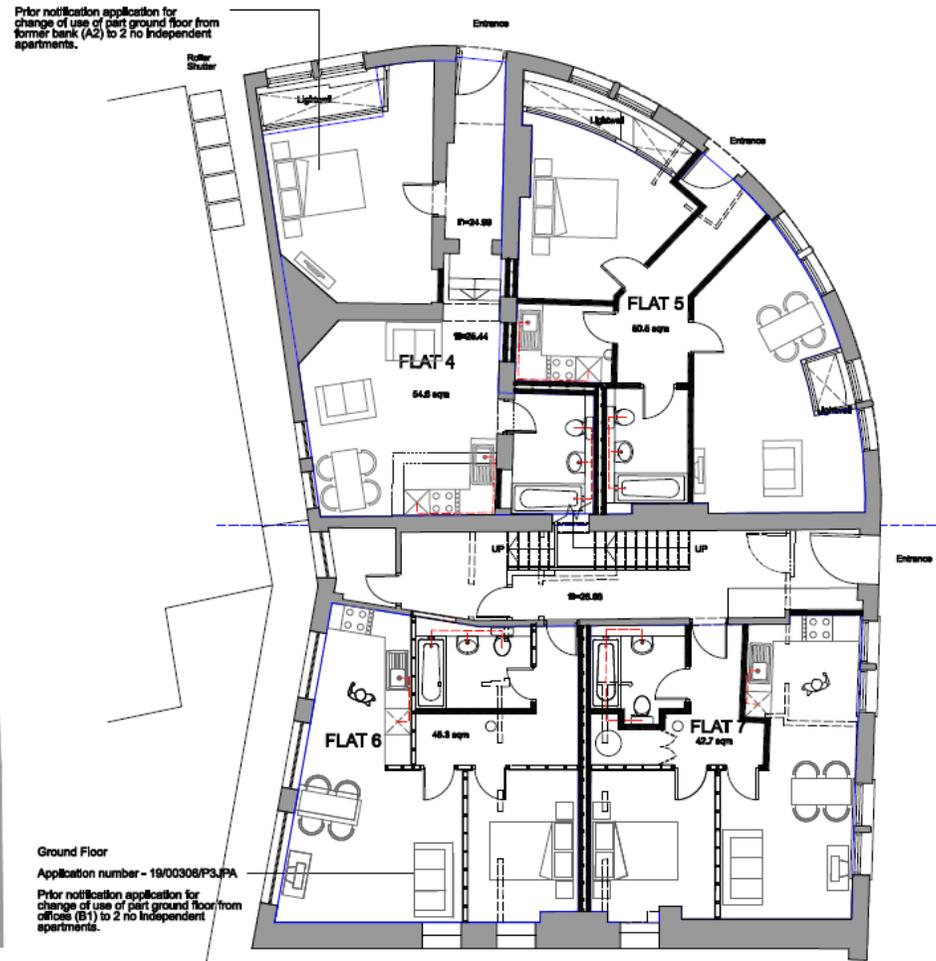


Basement

Ground Floor

Application number - 19/00306/P3MPA

Prior notification application for change of use of part ground floor from former bank (A2) to 2 no independent apartments.



Ground Floor

Application number - 19/00306/P3MPA

Prior notification application for change of use of part ground floor from offices (B1) to 2 no independent apartments.

Ground floor





REPORT TO: Development Control Committee

DATE: 5 August 2019

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

SUBJECT: Miscellaneous Information

WARD(S): Boroughwide

The following applications have been withdrawn:

18/00596/COND

Application to discharge Condition No(s). 3 (Sightlines) and 12 (Mitigation Plan for Birds/Wildlife) of Planning Permission 18/00099/FUL at Land Adjacent to the Old Post Office, Chester Road, Daresbury, Warrington, Cheshire.

18/00608/FUL

Proposed addition of 3 no. classrooms with ancillary facilities and extended glazed canopy at Daresbury Primary School, Chester Road, Daresbury, Warrington, Cheshire, WA4 4AJ.

19/00159/S73

Application under section 73 of the Town and Country planning act to vary condition 2 of permission 11/00007/FUL to substitute new plan drawing DRG no. 2 for previously approved plans to amend elevations and layout and to remove condition 12 restricting the use of the barn to agriculture for livestock barn and associated interpretation centre at Water Garden, Harefield Cottage, Warrington Road, Rainhill, St Helens, L35 6PG.

18/00513/FUL

Proposed development of Solar Photovoltaic Array including boundary treatment, control buildings and internal access track on Land Bounded by Dungeon Lane, Hale Road and Baileys Lane to the East of Liverpool John Lennon Airport.

19/00239/FUL

Proposed conversion of loft to habitable accommodation including the installation of front and rear facing dormer windows at 4 Lodge Lane, Runcorn, Cheshire, WA7 2AS.

19/00281/PDE

Proposed single storey rear extension projecting from the rear wall by 5.962 metres the extension has a maximum height of 3.698 metres and an eaves height of 2.550 metres at 84 Farnworth Street, Widnes, Cheshire, WA8 9LW.

19/00271/PDE

Proposed single storey rear extension projecting from the rear wall by 4.05 metres the extension has a maximum height of 3.672 metres and an eaves height of 2.686 metres at 73 Radnor Drive, Widnes, Cheshire, WA8 7PH.

19/00310/P3PPA

Prior notification for proposed change of use of basement from storage or distribution (use class B8) to form 3 no. independent one bed apartments at Victoria Buildings, High Street, Runcorn, Cheshire, WA7 1QS.

19/00293/PDE

Proposed single storey rear extension projecting from the rear wall by 4.04 metres the extension has a maximum height of 3.50 metres and an eaves height of 2.45 metres at 3 Littlestone Close, Widnes, Cheshire, WA8 9YU.

The following Appeals have been received / are in progress:

Enforcement Notice

Without planning permission, the change of use of an incidental residential annex to 256 Birchfield Rd Widnes to a separate dwelling.

18/00218/FUL

Proposed erection of 1 no. dwelling attached to the side of the existing property at 20 Maple Avenue Runcorn Cheshire WA7 5LB.

18/00117/FUL

Proposed removal of the existing equine and WC building and erection of 1 no. residential static park home at "Ponderosa" Land to South West of Junction Between Newton Lane and Chester Road, Daresbury, Cheshire.

The following Appeals have been determined:

18/00363/OUT

Application for outline planning permission with appearance, landscaping and scale reserved for single two storey dwelling in side garden area at 3 Nickleford Hall Drive Widnes.

Appeal Dismissed

18/00526/COU

Proposed change of use from Pharmacy to Hot Food Takeaway at Croft Pharmacy 4 Danescroft, Widnes, Cheshire.

Appeal Dismissed

19/00010/COU

Proposed change of use from former Sandwich Shop to Hot Food Takeaway (use class A5) at 39 Bechers, Widnes, Cheshire, WA8 4TE.

Appeal Dismissed