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Development Management Committee

Monday, 4 November 2024 6.30 p.m.
Civic Suite, Town Hall, Runcorn

S. Young

Chief Executive

COMMITTEE MEMBERSHIP

Councillor Stan Hill (Chair)
Councillor Rosie Leck (Vice-Chair)
Councillor Laura Bevan
Councillor Chris Carlin
Councillor Chris Loftus
Councillor Ged Philbin
Councillor Carol Plumpton Walsh
Councillor Rob Polhill
Councillor Christopher Rowe
Councillor Dave Thompson
Councillor Bill Woolfall

*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 Tuesday, 3 December 2024*

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

Part I

Item No.	Page No.
1. MINUTES	1 - 10
2. DECLARATIONS OF INTEREST	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary Interests, to leave the meeting prior to discussion and voting on the item.	
3. PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	
(A) 22/00548/FUL - Proposed erection of single storey warehouse at Croda Europe Ltd, Foundry Lane, Widnes, WA8 8UB	11 - 34
(B) 24/00243/FUL - Proposed nursing care home (use class C2: residential institution), associated access and parking at Greenoaks Farm Industrial Estate, Warrington Road, Widnes, WA8 0SY	35 - 58
(C) 24/00302/FUL - Proposed extension (part retrospective) of existing industrial unit to create new B2/B8 floor space and new three storey office facilities and associated external works at Hutchinson Engineering Ltd, Everite Road, Widnes, WA8 8PT	59 - 80

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 MANAGEMENT COMMITTEE

At a meeting of the Development Management Committee on Monday, 2 September 2024 at the Civic Suite, Town Hall, Runcorn

Present: Councillors S. Hill (Chair), Leck (Vice-Chair), Carlin, C. Loftus, Philbin, C. Plumpton Walsh, Polhill, Thompson and Woolfall

Apologies for Absence: Councillor Bevan

Absence declared on Council business: None

Officers present: A. Jones, T. Gibbs, A. Plant, A. Evans, A. Strickland, I. Dignall, L. Crampton and C. Sturdy

Also in attendance: Councillors Ryan, Teeling and P. Lloyd Jones, one member of the press and 8 members of the public

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

	<i>Action</i>
DEV60 MINUTES	
<p>The Minutes of the meeting held on 5 August 2024, having been circulated, were taken as read and signed as a correct record.</p>	
DEV61 PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	
<p>The Committee considered the following applications for planning permission and, in accordance with its powers and duties, made the decisions described below.</p>	
DEV62 24/00007/FUL - PROPOSED RESIDENTIAL DEVELOPMENT WITH ASSOCIATED OPEN SPACE, LANDSCAPING AND INFRASTRUCTURE WITH NEW ACCESSES ON LAND OF SOUTH LANE, WIDNES, WA8 3UB	
<p>The consultation procedure undertaken was outlined in the report together with background information in respect of the site.</p>	

The Case Officer advised that since the publication of the report, the LLFA (Lead Local Flood Authority) Engineer had responded to the consultation exercise to confirm a position of no objection, subject to the use of the following conditions:

- Conformity with flood risk assessment submitted with the application;
- Planning drainage levels;
- Detailed drainage plans;
- Hydraulic modelling study;
- Surface water drainage calculations;
- Provision of as built drainage plans;
- Drainage system, validation report;
- UU adoption details;
- Flood conveyance rate; and
- Watercourse diversion consent details.

Further to the publication of the AB Update List, it was noted that the Council's Ecology Advisor recommended that a landscape and ecological management plan be attached to the planning permission, which the applicant has agreed to. Also, several points of clarification were made to the published report – as listed in the AB Update List.

The Committee was addressed by Mr Tiwana, a representative of the Applicant. He commented *inter alia* that:

- The site was a strategic housing location and would comprise high quality starter homes, 20% of which are affordable;
- The site would provide housing choices for local people;
- A cycle path and walking routes would be included as well as natural features such as trees and grassed areas;
- Boundary treatments are in place;
- An area of offsite open space was included in the proposal; and
- No objections had been raised from statutory consultees.

Members were referred to the plans showing the open space and it was noted that the area of open space provided on site was deficient, but the Applicant has agreed to an offsite contribution to mitigate this shortfall. This would be secured by way of a S106 agreement. The Applicant has also agreed to fund mitigation regarding off site recreational

pressure on ecological sensitive sites.

Members raised concerns on the demand of local services such as schools and GP's due to the development – page 26 of the report outlined the impacts on these. In response to queries on active travel corridors, it was reported that two cycle paths and one footpath were included in the plans. Officers also explained the alternative approach being taken to the open space referred to above and how this made effective and efficient use of S106 contributions.

The Committee voted to approve the application, subject to the conditions listed below, and the additional ones recommended by the LLFA and the Ecology Advisor.

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

- a) Section 106 Agreement that secures the terms set out in the Legal Agreement section of this report;
- b) Schedule of conditions set out below, with any additional conditions recommended through the resolution of the Habitats Regulations Assessment (HRA) compliance issue to be added to this list; and
- c) That if the S106 Agreement or alternative arrangement is not executed within a reasonable period of time, authority be delegated to the Director – Planning and Transportation, in consultation with the Chair or Vice Chair of the Committee to refuse the application.

Conditions

1. Time limit;
2. Approved plans;
3. Submission of existing and proposed site levels (GR1);
4. Existing tree protection measures (HE5);
5. Submission of bird box scheme (CS(R)20 and HE1);
6. Bat box scheme (CS(R)20 and HE1);
7. Protection of mammals during construction (CS(R)20 and HE1);
8. Common amphibian avoidance strategy (CS(R)20 and HE1);
9. Reasonable avoidance measures strategy or priority species (CS(R)20 and HE1);
10. Biodiversity enhancement scheme (CS(R)20 and

HE1);

11. Soft tree felling strategy (CS(R)20 and HE1);
12. Ground contamination (CS23 and HE8);
13. Waste management plan (WM8);
14. Construction management plan (C1);
15. Limited construction hours (GR2);
16. Detail hard standing agreed (C2 and HE9);
17. Access constructed prior to occupation (C1);
18. Landscaping (GR1, GR3 and HE5);
19. Hedgerows retained or mitigation (CS(R)20 and HE1);
20. Acoustic mitigation (GR2);
21. Contaminated land in accordance with approved scheme (HE7):
22. Contaminated land validation report (HE7);
23. Acoustic measure to be implemented in accordance with approved details (HE7 and GR2).
24. Dust mitigation measures to be implemented in accordance with approved details (HE7);
25. Off site highway improvements (C1);
26. Estate traffic calming details (C1); and
27. Energy statement compliance (CS19).

DEV63 24/00097/FUL - ERECTION OF TWO DRIVE THROUGH UNITS WITH 'DRIVE-THRU' FACILITIES TOGETHER WITH ASSOCIATED CAR PARKING, SERVICING AND LANDSCAPED AREAS AT GREEN OAKS CENTRE, GREEN OAKS WAY, WIDNES

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

The planning application was previously considered at the August 2024 Development Management Committee meeting. A decision on the proposal was deferred following a motion approved by Members that sought to undertake a site visit, to understand the scheme's potential impacts upon the existing town centre parking provision at the application site. The site visit had been completed.

Members noted the technical note that was submitted by the Applicant and published with the AB Update List. Further, an update on the number of car parking spaces that would be available after the development of the site was presented.

The Committee was addressed by local Ward Councillor Teeling, who objected to the proposals and presented the following arguments, *inter alia*:

- There were mistakes made during the consultation period as local businesses and members of the public were not informed; they first heard about the development in the local newspaper;
- Due to the above it was too late for people to submit their objections:
- There was no need for food outlets of this nature in the area;
- If these businesses failed in the future the buildings would be a blight on the area;
- The increased volume of traffic and highway safety would be an issue;
- There would be an increase in traffic at the small roundabout near Tesco and the retail park that was already congested;
- There were 4 schools and one nursery in close proximity to the site;
- There will be a loss of parking spaces;
- There will be an increase in delivery vehicles;
- There would be no benefit to the economy – the operators paid minimum wage and would not offer apprenticeships, for example;
- Weight should be given to the viability of the Town Centre – footfall may reduce there;
- Would the operators comply with environmental policies to prevent air pollution from extra cars and smells from the outlets – this area was already a hot spot for air pollution;
- Littering would be a problem;
- The proposals would be detrimental to the health of children and there was already a Public Health obesity crisis amongst school children; and
- The Council's priority on Climate Change was referred to.

The Committee was then addressed by Mr Wiseman, a representative of the Applicant. He stated:

- The site already had outline planning permission for one drive through;
- Clarity on highways and parking matters – there would be a net loss of 124 spaces, with 690 spaces remaining on the car park;
- A detailed assessment of ANPR information was undertaken which showed that there would still be significant capacity in the car park and this would remain post development;
- A transport assessment was also undertaken where it was found that there would be no impact on the

- highway network as a result of the development;
- The outlets would be serviced as the existing ones were and there were no incidents reported; and
- There were no objections from the statutory consultees.

Members raised concerns on the following:

- Highway congestion at certain times and access to the site – the fact that there was one way in and out of the site and the addition of two more would only add to the traffic volume, which raised highway safety concerns;
- The loss of car parking spaces;
- The alleged lack of consultation with local businesses in the area;
- The initial objections to the proposals from the Highways Department;
- The effect the development would have on existing businesses in the area;
- Obesity and public health concerns amongst the population; and
- There was confusion over the free parking area and the chargeable area as there was no barrier or signage on the plan.

In response, Officers advised that the Highways Department has now removed its objections and was satisfied following receipt of further ANPR assessments referred to above regarding car parking capacity, and the addition of a condition restricting the size of the delivery vehicles. Officers advised that the Council has discharged its statutory requirements on public consultation – 211 letters were sent out and site notices were displayed in the market. Regarding Public Health concerns, page 60 of the report described the outcome of the consultation in detail. Also, it was confirmed that parking charges were not a material consideration in determining the application.

One Member moved a refusal of the application due to highway safety and site access concerns; this was seconded. The Committee voted on the motion and a refusal was agreed by majority.

RESOLVED: That the application be refused as the proposed access arrangements for the site would cause an unacceptable impact on highway safety, particularly in regard to the additional traffic stacking back up onto the adopted highway. In addition to this, the tracking details provided fail to demonstrate safe and unhindered movement

of large vehicles increasing potential for conflict between pedestrians and vehicles in this location to the detriment of highway and pedestrian safety.

Such conflict is considered to result in an unacceptable and severe impact on highway safety. The proposal is therefore considered contrary to Policy C1 of the Halton Allocations and Delivery Local Plan and the provisions of the National Planning Policy Framework (NPPF) in this regard.

DEV64 24/00147/FULEIA - PROPOSED ERECTION OF AN ELECTRICITY SUBSTATION WITH ASSOCIATED PLANT, ALONG WITH ACCESS, LANDSCAPING, MEANS OF ENCLOSURE, BOUNDARY TREATMENTS AND ASSOCIATED ANCILLARY INFRASTRUCTURE AND WORKS ON LAND OFF WINDMILL HILL AVENUE, RUNCORN

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

Members noted the information from the AB Update List relating to comments made by the Open Spaces and Highways Departments, as well as the recommendation for an additional condition restricting the height of any future external transformer or other plant and machinery to 4.2m.

The Committee was addressed by local Ward Councillor Peter Lloyd Jones, who spoke objecting to the proposal on behalf of the residents of Farnley Close. He argued *inter alia*:

- That the residents of Farnley Close were advised when they bought their properties that the area behind their houses was protected from development;
- The original location for a substation was on Sandymoor to service the new housing developments, however it was found that a second one would be needed;
- Due to cabling issues associated with two substations, it was decided by SPEN to move to a new location on Windmill Hill Avenue and build a larger capacity substation; and
- The outlook for the residents of Farnley Close will be greatly affected by the development of this substation.

The Committee was then addressed by local Ward

Councillor Ryan, who also spoke against the proposal. He stated that he did not object to the substation itself, just its location. He cited the following *inter alia*:

- It was understood that the Grid in the area needed reinforcing to accommodate new developments and for the future;
- This proposal imposed issues for the existing residents of Farnley Close who have, in some cases, lived there for 30 years. The view from their properties would be detrimental and affect the value of their homes;
- The substation being proposed was huge – 30m x 24.5m x 24.5m and was only 2 metres from the site boundary;
- The site is outside the Sandymoor South boundary;
- This was a departure from the DALP and the site is allocated Greenbelt land;
- There was a query relating to the ownership of the land; and
- It was hard to believe that this was the only available site for a substation.

Councillor Ryan requested that the Committee refuse the application and that the Applicant looks for a site located in Sandymoor.

Mr Cove, a representative of the Applicant, then addressed the Committee. In response to the query regarding the ownership of the land, he confirmed that SPEN had owned it since 2001. He made the following comments *inter alia*:

- Homes England was a public body that funded new and affordable housing in England;
- The proposal was for a substation which was a critical piece of infrastructure needed for the supply of power to new homes and existing homes in Windmill Hill, Sandymoor and Murdishaw;
- The smallest footprint possible was used;
- Biodiversity and planting strategies would be included;
- Trees measuring 4.5 metres would be planted along the boundary line immediately after the development was complete;
- Sound levels from the substation would be kept to minimum; and
- There were no objections received from any of the statutory consultees.

In summary he added that this was an essential piece of infrastructure required for future development and urged the Committee to support the recommendation.

Members discussed the following:

- The original site and the subsequent relocation of the substation to Windmill Hill Avenue;
- The ownership of the land;
- Material considerations in respect to requesting the substation be relocated to Sandymoor;
- Sympathy was felt for the residents of Farnley Close in relation to proximity of the substation, its size and the potential for devaluing of house prices;
- Open space calculations and loss of greenspace;
- The cabling of the substation; and
- Public consultations carried out.

One Member moved a refusal, based on the location being unsuitable, this was seconded.

In response to the Committee's debate, Officers clarified that requesting the Applicant to move to another location was not a material consideration, as the application before the Committee must be determined as it is, in line with planning policies. It was also confirmed that property values and land ownership were not material considerations and that a valid reason for refusal had not been given.

The Legal Advisor concurred with this, adding that if Members were minded to refuse, then a valid, defensible reason must be presented before a vote can be taken by the Committee.

After hearing the Planning Officer's and Legal Officer's advice, the motion to refuse was withdrawn by the seconder.

It was commented that the proposal was not just for Sandymoor housing developments but was also required to ensure resilience of the Grid in the area for the future.

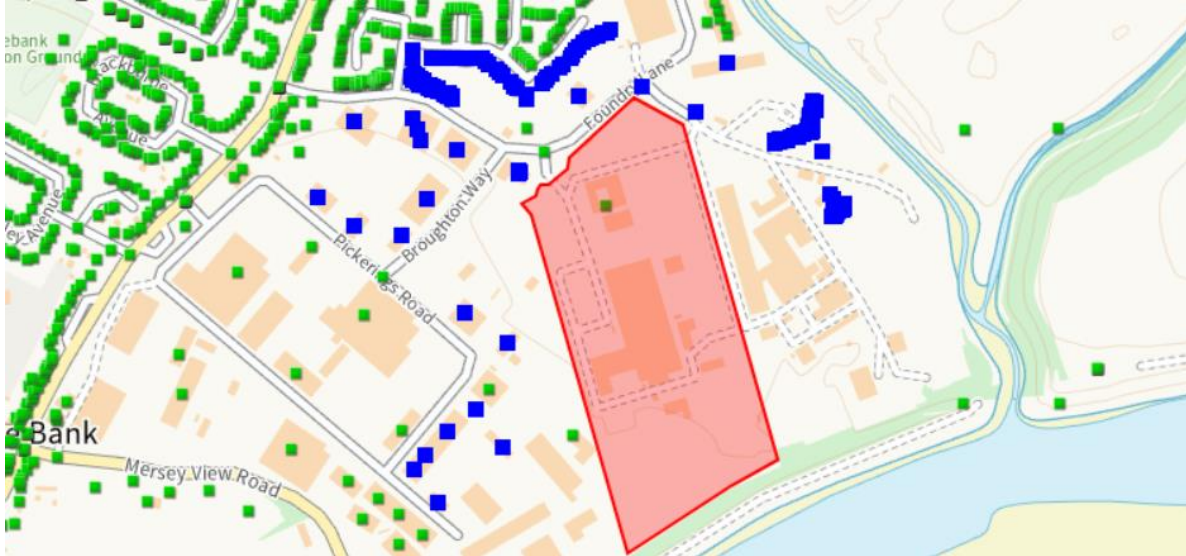
The Officer's recommendations were moved and seconded and the Committee voted to approve the application by a majority, subject to the conditions listed below.

RESOLVED: That authority be delegated to the Director – Planning and Transportation, in consultation with the Chair or Vice Chair, to approve the application subject to

satisfactory resolution of the outstanding highway and drainage matters and 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 submission and agreement of details;
4. Implementation of a scheme of bat and bird boxes and brash piles in accordance with details to be submitted and approved;
5. Submission and agreement of tree protection plan and arboricultural method statement;
6. Requiring all fencing and switch rooms doors to be colour coated dark green;
7. Restricting hours of construction;
8. Submission and agreement of a construction environmental plan including RAMs for terrestrial mammals;
9. RAMs for amphibian species;
10. Protecting nesting birds;
11. Securing implementation of landscaping as agreed;
12. Submission and agreement of a Landscape Environmental Management Plan;
13. Controlling external lighting;
14. Drainage conditions;
15. Requiring noise levels from fixed plant and equipment on site, measures at the perimeter of the site not exceed 27dB(A);
16. Completion validation testing with respect to noise; and
17. Requiring levels to be carried out as approved.

Meeting ended at 9.00 p.m.

APPLICATION NO:	22/00548/FUL
LOCATION:	Croda Europe Ltd, Foundry Lane, Widnes, Cheshire, WA8 8UB.
PROPOSAL:	Proposed erection of single storey warehouse.
WARD:	Ditton, Hale Village & Halebank
APPLICANT:	Croda Europe Limited
AGENT:	Mr David Bailey
DEVELOPMENT PLAN:	ALLOCATIONS:
Halton Delivery and Allocations Local Plan (2022)	Primarily Employment – ED2, ED3
Halton Core Strategy (2013)	
Joint Merseyside and Halton Waste Local Plan (2013)	
DEPARTURE	No
REPRESENTATIONS:	None
KEY ISSUES:	Ecology, Highways, Character, Appearance and Amenity, Drainage
RECOMMENDATION:	Approve subject to conditions
SITE MAP	
 <p>The site map displays a residential area with a large red-shaded rectangular plot representing the proposed warehouse site. The site is bounded by Foundry Lane to the north and east, and Broughton Way to the west. Other roads shown include Mersey View Road to the south and Picketts Road to the southwest. The map also shows green spaces, trees, and a water body (likely the Mersey River) to the east. Blue squares and green squares are scattered throughout the residential area, possibly indicating specific planning or environmental markers.</p>	

1. APPLICATION SITE

1.1 The Site

The application site is located off Foundary Lane, Widnes, Cheshire, WA8 8UB and is currently occupied by Croda Europe Ltd. The site is made up of a steel / brick built industrial buildings along with car parks / yards and landscaped areas.

The proposed development will be located on an existing vacant part of the pharmaceutical site. The location is adjacent to existing buildings to the east and south and allows for vehicular circulation around the building with little modification to the existing roads on the site.

The site is located within a predominantly industrial area, which consists of large commercial buildings. The site is located in a primary employment area within the Halton Delivery and Allocations Local Plan Policies Map.

Permission is sought for the erection of a single storey warehouse measuring approx. 1345m² associated with the wider B2 General Industry use of the site.

The proposal forms part of a series of projects that are proposed at the site to expand and improve the pharmaceutical business, which will provide employment within the local area.

1.2 Planning History

A planning history search has revealed many applications dating back to the 1980's on the wider Croda site as a whole for typical works for upkeep and maintenance. Below outlines some applications of relevance:

Application 22/00496/FUL saw the approval of a new site parking area within the Croda site in June 2023, which is referred to within the 'Assessment' section of the report.

Application 24/00370/FUL for the proposed demolition of existing chemical factory and the construction of a new 12 metre high chemical factory is currently pending consideration.

2. THE APPLICATION

2.1 The Proposal

The application proposes the erection of a single storey warehouse.

2.2 Documentation

The application is accompanied by the associated plans in addition to a Design & Access Statement, Preliminary Ecological Appraisal, Transport Statement, Drainage Statement, and Ground Investigation Report.

Additional information was supplied by the applicant in February 2023 consisting of an 'Avoidance of Harm to Bats and Hedgehogs During Construction' report, prepared by Ascerta, and further updated in October 2024 in order to address issues raised in the MEAS consultation response. This is discussed further within the 'Assessment' section of the report.

3. POLICY CONTEXT

Members are reminded that planning law requires for development proposals to be determined in accordance with the development plan, unless material considerations indicate otherwise.

THE DEVELOPMENT PLAN

3.1 Halton Delivery and Allocations Local Plan 2022 (DALP)

The following policies are considered to be applicable:

- C1 Transport Network and Accessibility;
- C2 Parking Standards;
- C4 Operation of Liverpool John Lennon Airport;
- CS(R)15 Sustainable Transport;
- CS(R)18 High Quality Design;
- CS(R)19 Sustainable Development and Climate Change;
- CS(R)20 Natural and Historic Environment;
- CS23 Managing Pollution and Risk;
- ED2 Employment Development;
- ED3 Complementary Services and Facilities within Employment Areas;
- GR1 Design of Development;
- GR2 Amenity;
- GR3 Boundary Fences and Walls;
- HE5 Trees and Landscaping;
- HE7 Pollution and Nuisance;
- HE8 Land Contamination;
- HE9 Water Management and Flood Risk.

3.2 Supplementary Planning Documents

Design of New Industrial and Commercial Development SPD

3.3 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.

MATERIAL CONSIDERATIONS

Below are material considerations relevant to the determination of this planning application.

3.4 National Planning Policy Framework

The last iteration of the National Planning Policy Framework (NPPF) was published in December 2023 and sets 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 applications should be made as quickly as possible and within statutory timescales unless a longer period has been agreed by the applicant in writing. Paragraph 85 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

3.5 National Planning Practice Guidance (NPPG)

Together, the National Planning Policy Framework and National Planning Practice Guidance set out what the Government expects of local authorities. The overall aim is to ensure the planning system allows land to be used for new homes and jobs, while protecting valuable natural and historic environments.

3.6 Other Considerations

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.

Equality Duty Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:- (1) A public authority must, in the exercise of its functions, have due regard to the need to: a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Officers have taken this into account and given

due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application. There are no known equality implications arising directly from this development that justify the refusal of planning permission.

4. CONSULTATIONS

Ditton, Hale Village & Halebank Councillors

No response.

Halebank Parish

No response.

Halton Chamber of Commerce

No response.

HBC Contaminated Land Officer

The Contaminated Land Officer makes the following comments in relation to the submitted desk study & intrusive ground investigation:

1. The risk assessment is based upon 5 soil samples, which is fairly small number and only two were scheduled for asbestos screening.
2. The screening values used in the assessment are not presented in the reporting.
3. There is little justification for the assessment of risk to controlled waters, given the screening of the analytical results is purely for human health in an industrial setting.
4. The ground gas risk assessment states that potential gas sources outside of the immediate development plot are likely to be of low generation potential (fill comprising clay and gravel approximately 1m thick). However, the southern portion of the Croda site is former marshland that was reclaimed by tipping in significant volumes that included organic wastes from the gelatine manufacturing process.
5. The ground gas risk assessment concludes that the site should be considered to be commensurate with Characteristic Situation 3 (CS3) in terms of gas risk with the proposed construction being a Type D building, for which gas protection measures should have a combined score of 2.5 (all as per guidance in BS 8485). However, the proposal includes a number of smaller rooms within the warehouse unit that should be considered as Type C buildings and therefore requiring a higher degree of protection. The likely improvement would be to upgrade the floor slab to a cast in situ monolithic reinforced ground bearing raft. The membrane would also need to be installed and verified in line with the guidance in CIRIA C735.

The Contaminated Land Officer raises not objection to the proposal, but the above points needs to be considered via the conditioning of additional site assessment and characterisation, along with remedial strategy and verification reporting as deemed necessary or not by the revised risk assessment.

Environment Agency

The Environment Agency also consider that subject to an appropriate site investigation to determine risks to controlled waters / remediation strategy / verification being secured by condition, no objection to the proposed development is raised.

Health and Safety Executive

HSE Do Not Advise Against.

HBC Highways Officer

The Highways Officer raises no objection, to the proposal given the information submitted within the Transport Statement and plans.

It is suggested that a condition to allow for increases in sustainable journeys, as an alternative to the car, is attached to any forthcoming permission i.e. an increase in the provision of cycle parking and similarly for disabled spaces and EV charging in line with adopted standards. It is considered that there is sufficient capacity for EV, cycle parking and disabled spaces approved under 22/00496/FUL as to not warrant further provision.

Lead Local Flood Authority

The LLFA is satisfied that flood risk on site has been assessed adequately and that there is a clear drainage strategy suitable for the development.

The LLFA suggest a pre-occupancy condition be attached to the permission to ensure verification that the SuDS system has been constructed in accordance with the approved designs (including off site alterations) and in accordance with best practice.

United Utilities

United Utilities considered that they have not seen robust evidence that that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems. As such they recommend a condition relating to the submission of details of a sustainable surface water drainage scheme and a foul water drainage scheme.

United Utilities also recommend a pre-occupancy condition for sustainable drainage management and maintenance plan provision for the lifetime of the development.

Liverpool Airport

Liverpool Airport raise no objection, subject to an informative in the interest of aviation safety ensuring the contractor/developer should consult Liverpool Airport for permission to work if any crane or lifting equipment is to be used and its height exceeds 10 meters or that of the surrounding structures or trees. If deemed necessary due to the size of the crane an Instrument Flight Procedures (IFP) assessment will be carried out. Any costs incurred in carrying out this assessment will be met by the developer.

Major Projects

No response.

MEAS – Ecology and Waste Advisor

Designated Sites

MEAS confirm that the site is located near to the Mersey Estuary SPA and Ramsar sites; MEAS confirmed that “*there is no pathway that could result in the likely significant effects on the national and international sites and the proposals do not warrant a Habitat Regulations Assessment*”.

Bats

The PEA confirms that affected trees on site provide negligible bat roosting potential. MEAS advise that a number of trees were identified as having low bat roost potential and, “*in line with best practice, felling of these trees should employ soft felling techniques under supervision of a suitable qualified ecologist*”.

MEAS also advise that habitats on adjacent to the site may provide foraging, commuting habitat for bats where lighting may affect the use of these area. Therefore, it is recommended that a Lighting Scheme is submitted to prevent excessive light spill.

The applicant further provided an ‘Avoidance of Harm to Bats and Hedgehog During Construction’ report in February 2023, to which MEAS further commented on 20.03.2023 confirming that the measures described within the report avoid harm to hedgehog and breeding birds. However, MEAS further request information regarding bats is still required and recommends an updated preliminary roost assessment of trees to be undertaken if works have not commenced by August 2023. As works have not commenced as of yet this additional information is awaited from the applicant and Members will be updated accordingly.

Breeding Birds

MEAS recommend a planning condition regarding the protection afforded to breeding birds. They also recommend a pre-occupancy condition confirming details of bird boxes to mitigate for the loss of bird breeding habitat.

Terrestrial Mammals

MEAS advise a condition attached to the permission outlining reasonable avoidance measures for protection of terrestrial mammals.

Natural England

No response.

5. REPRESENTATIONS

The application was publicised by 168 neighbour notification letters, a general site notice, and a web advertisement all issued on 17.10.22 to the surrounding properties. A press notice was also published in the Widnes Weekly News on 03.11.2022. No representations have been received within this publicity, which expired on 24.11.22.

6. ASSESSMENT

Principle of Development

The proposal site is located within the primarily employment area as shown in the Delivery and Allocations Local Plan and Policy ED2 is of relevance. Policy ED2 supports development, for office, research and development, light industrial, factory or storage and distribution uses which will normally be acceptable.

Permission is sought for the erection of a single storey warehouse with a proposed B2 General Industry use. The unit will be in a single block measuring approx. 27.755 metres by 48.470 metres, with a total area of approx. 1345m².

The proposal is compatible with surrounding uses and does not have a significant adverse effect on the character and appearance of the locality.

The proposed development is considered to be acceptable in principle and in compliance with Policy ED2 of the Halton Delivery And Allocations Local Plan.

Layout

The proposed warehouse is located on an existing vacant part of the pharmaceutical site and will retain the existing access via the current internal road network off of Foundry Lane. The location is adjacent to the existing buildings to the east and south and allows for vehicle circulation around the building with very little modification to the existing roads on the site.

The positioning of openings is to suit the usage and logical sequence of operations internally.

Pedestrian access is from the existing access/egress points of the existing building via dedicated demarked routes across the hard-landscaped areas to the access/egress points of the proposed building.

The proposed warehouse also does not extend beyond the build lines of neighbouring building to the south-east within the site. The development draws on the requirements of GR1 by creating a visually attractive employment unit and layout that is well integrated with the surroundings.

Overall, the layout of the proposed development is considered to be acceptable and compliant with Policies CS(R)18 and GR1 of the Halton Delivery and Allocations Local Plan.

Scale

The proposed warehouse has a total area approx. 1345m², with an eaves height of 10 metres, and a total height of 12.525 metres. This is a similar scale and height to those within the adjacent Croda site and is considered to not detrimentally impact on the amenity or character of the surrounding area.

The proposal is considered to be acceptable in terms of scale and compliant with Policy GR1 of the Halton Delivery and Allocations Local Plan.

Appearance

Within the submitted plans, the proposal demonstrates a good level of design throughout the scheme that is appropriate in appearance to the existing surrounding uses in line with Policy GR1. The elevations of the proposed warehouse show that the external materials proposed in its construction will be that of horizontally and vertically laid corrugated metal colourcoat cladding in Goosewig Grey (RAL 10A05) to match the existing building within the Croda site. The proposed warehouse is well integrated with the surrounding buildings, in accordance with Policy GR1 of the Delivery and Allocations Local Plan.

The proposal will deliver a quality of design in a complimentary manner in a primarily employment area retaining a general industry use (B2) within the Borough complying with Policies ED2, CS(R)18 and GR1 of the Halton Delivery and Allocations Local Plan.

Amenity

The nearest affected residential properties are on an estate east of Hale Road, with the closest dwellings located on Baynard Drive over 200m from the proposed development. The proposal is not likely to result in a detrimental impact on the amenity of the closest occupiers, as there is considered to be sufficient separation gap and screening.

Given the location of the proposal in relation to neighbouring properties, it is considered that light would not be restricted to the detriment of residential amenity.

Given the location of the proposed openings in relation to neighbouring properties, it is considered that they would not compromise privacy to the detriment of residential amenity.

It is also considered that safe highways conditions are present on site for pedestrians, cyclists and motor vehicles, as discussed further within the 'Highways, Transportation and Accessibility' section of this report.

It is considered necessary to attach a planning condition to restrict the hours of construction in the interest of protecting amenity of the occupants of nearby residential properties.

The proposal is acceptable and complies with Policy GR2 of the DALP and the NPPF.

Highways, Transport and Accessibility

The Council assess applications against Policy CS(R)15 and C1 in relation to sustainable transport and accessibility.

In order to satisfy the requirements of demonstrating that the proposed warehouse meets the requirements; the applicant has submitted a Transport Statement.

Halton Borough Council's Highways Officer was consulted on the application and raised no objection on 10.11.2022, subject to a suggested condition to

allow for increases in sustainable journeys, as an alternative to the car, i.e. an increase in the provision of cycle parking and similarly for disabled spaces and EV charging in line with adopted standards.

They also raise further comments that the proposed development does not add or remove any cycle or vehicular parking. No changes to the access is proposed, nor does the proposal give rise to a significant detrimental increase in traffic generation or trips associated with the site.

The modest increase in HGV movements within the site are accommodated in landscaping, and other amendments, to the internal layout.

Application 22/00496/FUL saw the approval of a new site parking area off of the Croda site entrance in June 2023. This saw the addition 144 staff parking spaces along with 11 visitor spaces and 6 Accessible Spaces. The car park will include 33 EV enabled spaces. A bike shelter to house 10 cycles is also included within the application. This development is considered to account for the increase in necessary parking as a result of the increased floor space present on site. Due regard is given in relation to Highways Officer condition recommendation, as the site is considered to have sufficient capacity for EV, cycle parking and disabled spaces approved under 22/00496/FUL as to not warrant further provision.

Following a Case Officer site visit on 16.10.2024, it is confirmed that permission 22/00496/FUL has been implemented.

Based on the above, it is considered that the proposal is acceptable in terms of highway safety and compliant with Policy C1 and C2 of the DALP.

Flood Risk and Drainage

The application site is situated within Flood Zone 1, therefore a Flood Risk Assessment is not required.

A Drainage Strategy has been submitted alongside the application and the Local Lead Flood Authority (LLFA) raised comments on 06.06.2023 that flood risk on site has been assessed adequately and that there is a clear drainage strategy suitable for the development. The LLFA recommend a pre-occupancy planning condition for a verification report and maintenance plan be submitted confirming that the SuDS system has been constructed in accordance with the approved plans (including off site alterations) and will be properly maintained.

United Utilities also make comments in relation to the proposal on 07.11.2022 due to lack of robust evidence that the drainage hierarchy has been thoroughly investigated and uncertainty to what public sewer the site will discharge to. They recommend a pre-commencement condition attached to the permission confirming further details of a sustainable surface water drainage scheme and a foul water drainage scheme. This has been attached accordingly.

United Utilities also recommend a pre-occupancy planning condition for sustainable drainage management and maintenance plan provision for the lifetime of the development, which has also been attached accordingly.

Whilst the application is supported by a drainage strategy the final solution is not clear at this stage. It is considered reasonable to secure the final detailed foul and surface water detail, including verification and maintenance plan or adoption by suitably worded planning conditions.

Based on the above, the proposal is considered to be acceptable in terms of flood risk and considered to comply with Policy HE9 of the Halton Delivery and Allocations Local Plan.

Ground Contamination

The application is supported by a detailed desk study & intrusive ground investigation, including a preliminary conceptual site model and subsequent risk assessment.

Halton Borough Council's Contaminated Land Officer has been consulted on the application and raised no objection in principle, subject to conditions on 12.12.2022. Further soil sampling is required for full consideration hence a condition is recommended for additional site assessment and characterisation, along with remedial strategy and verification reporting as deemed necessary or not by the revised risk assessment.

The Environment Agency (EA) has also commented on the application on 28.11.2024 raising no objection, subject to conditions. The EA acknowledge that soil and groundwater within the wider area are likely to be impacted, and consider that further works are required to determine whether any remedial works are required to address any soil sources which may pose a risk to controlled waters. Such condition in relation to the EA and Contaminated Land Officer comments has been attached securing further investigation and verification upon completion.

Based on the above, the proposal is therefore considered to be acceptable in terms of contaminated land and compliant with Policies HE8 and CS23 of the Halton Delivery and Allocations Local Plan.

Sustainable Development and Climate Change

Policy CS(R)19 of the Halton Delivery and Allocations Local Plan requires development to be designed to have regard to the predicted effects of climate change.

Within the submitted Design and Access Statement, the document sets out how the proposed warehouse will give due regard to the integration of renewable technologies during the detailed design phase of the project, which is considered to comply with Policy CS(R)19 of the Halton Delivery and Allocations Plan.

Ecology and Biodiversity

The application is supported by a Preliminary Ecological Appraisal (PEA) and Merseyside Ecological Advisory Service (MEAS) was consulted on the application. On 17.11.2022, they raise comments that the PEA is in accordance with Local Plan Policy CS(R)20, which meets BS 42020:2013.

The site is located near to the Mersey Estuary SPA and Ramsar sites; MEAS confirmed that *“there is no pathway that could result in the likely significant effects on the national and international sites and the proposals do not warrant a Habitat Regulations Assessment”*.

In relation to bats, the PEA confirms that affected trees on site provide negligible bat roosting potential. MEAS advise that a number of trees were identified as having low bat roost potential and, *“in line with best practice, felling of these trees should employ soft felling techniques under supervision of a suitable qualified ecologist”*. This has been attached as a condition accordingly. MEAS also advise that habitats adjacent to the site may provide foraging, commuting habitat for bats where lighting may affect the use of these area. Therefore, it is recommended that a Lighting Scheme is submitted to prevent excessive light spill, which has been attached as a planning condition accordingly.

In relation to breeding birds, MEAS recommend a planning condition regarding the protection afforded to breeding birds, which has been attached accordingly. They also recommend a pre-occupancy condition confirming details of bird boxes to mitigate for the loss of bird breeding habitat.

In relation to terrestrial mammals, MEAS advise a condition attached to the permission outlining reasonable avoidance measures for protection of terrestrial mammals.

The applicant further provided an 'Avoidance of Harm to Bats and Hedgehog During Construction' report in February 2023, to which MEAS further commented on 20.03.2023 confirming that the measures described within the report avoid harm to hedgehog and breeding birds. It is considered necessary to attach a planning condition ensuring the development is carried out in accordance with such report. However, MEAS further request information regarding bats is still required and recommends an updated preliminary roost assessment of trees to be undertaken if works have not commenced by August 2023. As works have not commenced as of yet this additional information is awaited from the applicant and Members will be updated accordingly.

In reference to Biodiversity Net Gain (BNG), from 12.02.2024 BNG is mandatory for all major development. Application 22/00548/FUL was originally validated on 21.10.2022, prior to the mandatory BNG threshold date, therefore the site is classed as an exempt development under the Environment Act 2021.

Based on the above, the proposal is considered to be acceptable in terms of ecology and biodiversity, and considered to comply with Policies HE1 and CS(R)20 of the Halton Delivery and Allocations Local Plan.

Waste Management

Policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan are applicable to this application. In terms of waste prevention, construction management, MEAS has advised the use of waste audits or a similar mechanism such as a demolition method statement or a site waste management plan to monitor waste minimisation, recycling, management and disposal in line with Waste Local Plan Policy WM8. It is acknowledged however that the proposals comprise minor development which is unlikely to generate significant volumes of waste. Given this, and wider construction industry practices with respect to waste management, it is not considered that such requirements can be justified in this case.

MEAS has also raised comments in relation to operational waste management that "*the applicant has not provided sufficient information to demonstrate compliance with Policy WM9 of the Merseyside and Halton Joint Waste Local Plan (WLP) and the National Planning Policy for Waste (paragraph 8)*". They advise that information relating to commercial waste

storage and collection is required; a revised layout plan would meet this requirement.

The applicant has submitted that it is envisaged that waste during operation will be collected through an existing management contract. It is considered that there is sufficient space within the development to deal with this and that a requirement for further information in this regard is not justified. The proposal is considered to be compliant with policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan.

Landscaping

There are no Tree Preservation Orders in force on this site and the location does not fall within a designated Conservation Area. Natural England were consulted on the application but provided no response.

There are no sensitive receptors from a visual point of view and hence the scheme is considered to not require a Landscaping Plan with details of soft landscaping.

The proposal is therefore considered to be compliant with Policies CS(R)20, HE1 and HE5 of the Halton Delivery and Allocations Local Plan.

Risk

The application site lies within the consultation distance of at least one major hazard and/or major accident hazard pipeline

The Health and Safety Executive has been consulted on the application and does not advise against the proposed development on 25.10.2022. The proposal is therefore considered to comply with Policy CS23 of the Halton Delivery and Allocations Local Plan.

Aerodrome Safeguarding

The application site is situated adjacent to the Air Consultation Zone; Liverpool John Lennon Airport (LJLA) were consulted on the application and raise no objection to the proposal on 17.11.2022, subject to an informative to be imposed on any granted permission.

The recommended informative requests the contractor/developer should consult LJLA for permission to work if any crane or lifting equipment is to be used and its height exceeds 10 metres or that of the surrounding structures or trees so an Instrument Flight Procedures (IFP) assessment can be carried

out. This has been attached accordingly and the proposal is considered complaint with Policy C4 of the Halton Delivery and Allocations Local Plan.

Planning Balance

Based on the above assessment and subject to the proposed conditions to be issued with a planning approval, the proposal is deemed acceptable.

The proposed development would provide an employment site in a sustainable location, providing flexible opportunities, and offering an attractive viable site to deliver business needs within Halton.

When assessed against the policies in the NPPF taken as a whole, taking into account the details of the scheme and any material planning considerations, the proposal is thus sustainable development for which the NPPF carries a presumption in favour.

As such, the proposal is considered to accord with the Development Plan and national policy in the NPPF.

CONCLUSIONS

In conclusion the proposal would enhance and retain the use of existing (B2 use class) employment facility retaining and increasing employment opportunities within the Borough, in accordance with the Delivery and Allocations Local Plan.

Subject to satisfactory confirmation based on an updated preliminary roost assessment of trees the application is recommended for approval subject to conditions. Members will be updated orally and the recommendation confirmed or amended accordingly.

7. RECOMMENDATION

That the applications are approved subject to the following conditions (all pre-commencement condition(s) have been agreed with the applicant:

1. Time Limit
2. Approved Plans
3. Materials
4. Hours of construction
- 5.
6. Foul & Surface Water Drainage Scheme
7. Sustainable Drainage Verification, Management and Maintenance Plan

8. Lighting Strategy
9. Bird Breeding protection
10. Bird Nesting Boxes
11. RAMS including bats, hedgehog and terrestrial mammals
12. Site investigation, remediation and verification

Informatives

1. Aviation Safety
2. Waste on-site
3. Waste to be taken off-site

8. BACKGROUND PAPERS

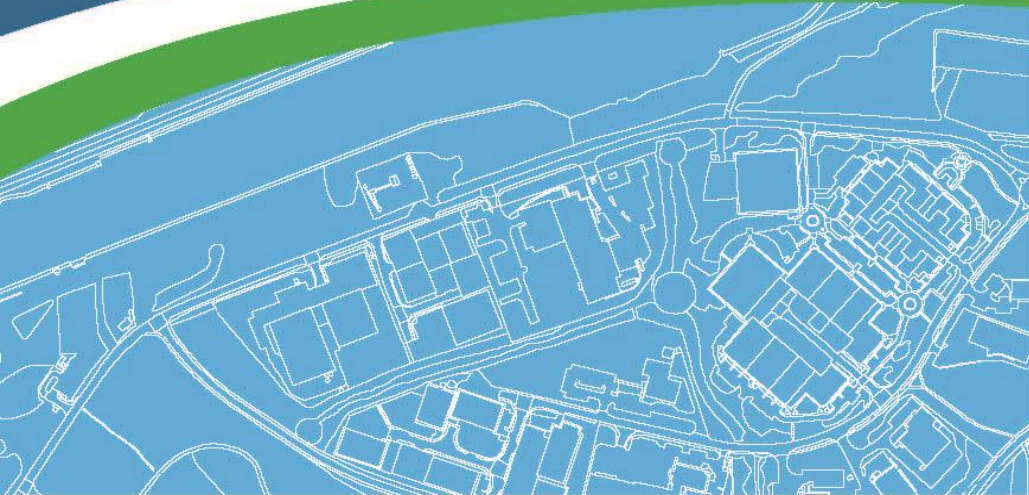
The submitted planning applications are background papers to the report. Other background papers specifically mentioned and listed within the report are open to inspection at the Council's premises at Municipal Building, Kingsway, Widnes, WA8 7QF in accordance with Section 100D of the Local Government Act 1972

9. SUSTAINABILITY STATEMENT

As required by:

- The National Planning Policy Framework (2019);
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 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.

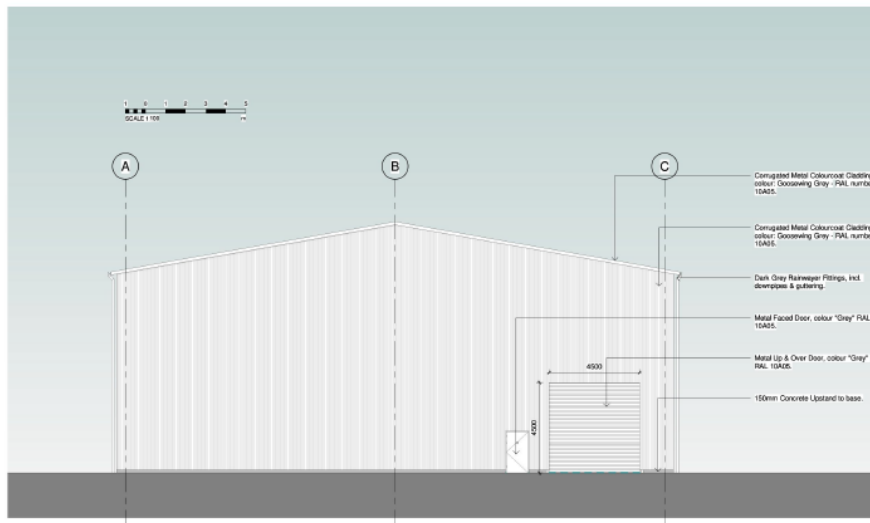




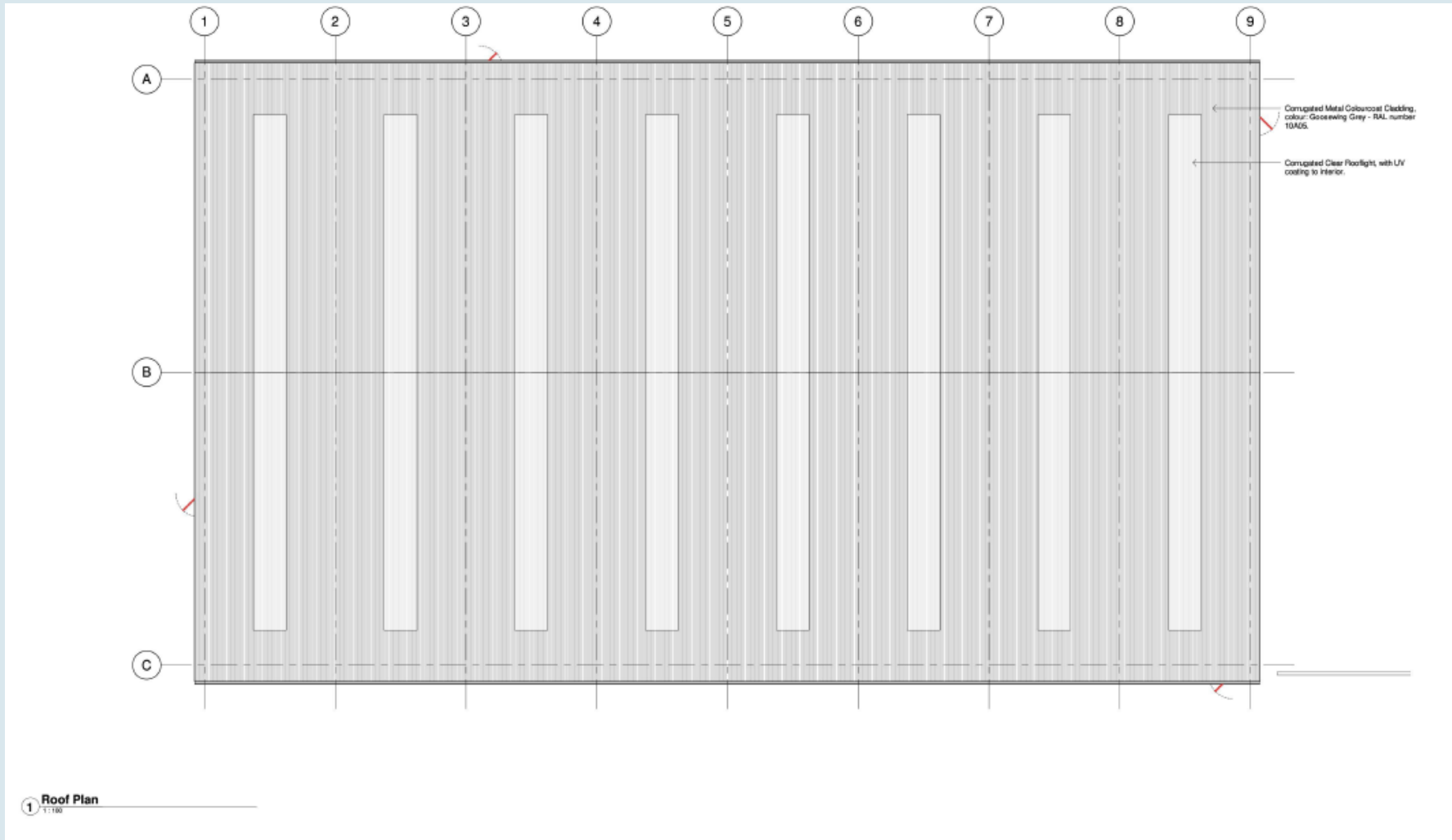


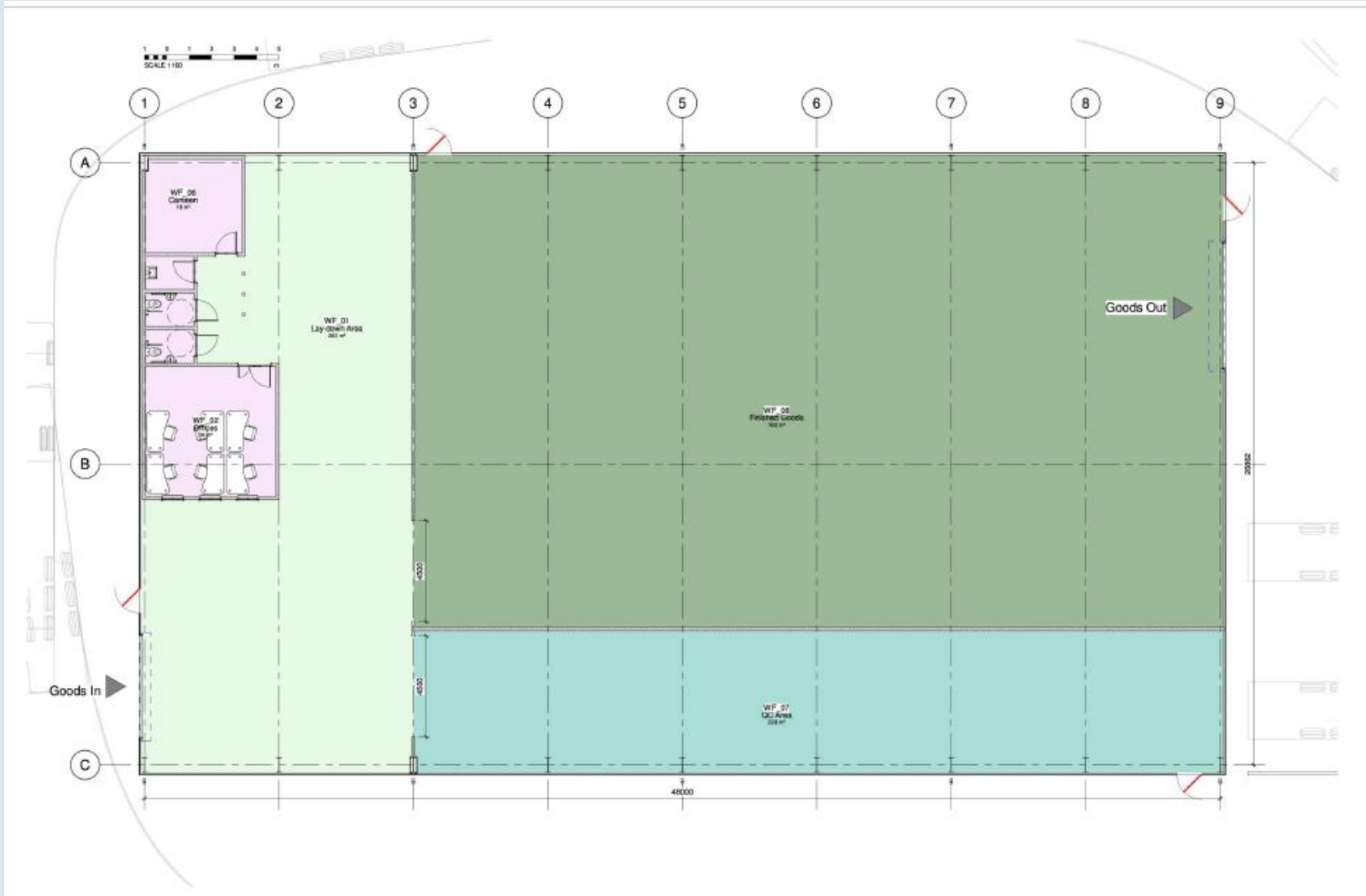


1 Elevation_01
1 : 100



2 Elevation_02
1 : 100







APPLICATION NO:	24/00243/FUL
LOCATION:	Greenoaks Farm Industrial Estate, Warrington Road, Widnes, Cheshire, WA8 0SY
PROPOSAL:	Proposed nursing care home (Use Class C2: Residential Institution), associated access and parking
WARD:	Halton View
PARISH:	None
APPLICANT:	Mr. David Wormald Care Developments (Norther West) Ltd
AGENT:	Mrs Debbie Hume Strathmore Estates
DEVELOPMENT PLAN:	ALLOCATIONS:
Halton Delivery and Allocations Local Plan (2022)	Residential Development Allocation W31
Joint Merseyside and Halton Waste Local Plan (2013)	
DEPARTURE:	No
REPRESENTATIONS:	No representations have been received from the publicity given to the application.
KEY ISSUES:	Principle of development, requirement for residential care accommodation, design, amenity, access, parking and servicing.
RECOMMENDATION:	That authority be delegated to the Operational Director – Planning, Policy and Transportation, to determine the application in consultation with the Chair or Vice Chair of the Committee, following the satisfactory resolution of the outstanding issues relating to updated comments from MEAS.

SITE MAP:

1. APPLICATION SITE

1.1 The Site

The site subject of the application is the Former Greenoaks Farm Industrial Estate located on Warrington Road in Widnes.

The application site is allocated for residential development (allocation W31) on the Halton Delivery and Allocations Local Plan Policies Map and measures approximately 0.3 hectares of vacant brownfield land.

The site comprises a triangular area of derelict, scrub land fronting Warrington Road. It is bounded by residential properties on all three sides; Gregson Road to the north, Vineyard Way to the west and properties adjacent to the site on Warrington Road.

The site is located within Flood Zone 1 where there is a low probability of flooding and it is not situated within a Critical Drainage Area.

1.2 Planning History

The site has been subject to a number of planning applications, those of relevance are set out below:

08/00026/FUL - Proposed residential development comprising 10 No. semi-detached dwellings and 2 No. detached dwellings – Granted 07.03.2008.

08/00217/FUL - Proposed construction of three storey residential home for the elderly – Granted 10.06.2008.

11/00200/FUL - Application for a new planning permission to replace extant planning permission 08/00217/FUL, for proposed construction of three storey residential home for the elderly – Granted 13.09.2011.

14/00166/DEM - Proposed demolition of Industrial buildings – Granted 21.05.2014.

14/00269/S73 - Application under Section 73 of the Town and Country Planning Act to vary condition no.2 of Planning Permission 11/00200/FUL to replace approved drawings B09/0738-01 Rev B, 0738-02 Rev A, 0738-03 Rev B, 0738-04 Rev B, 0738-05 Rev A, 0738-06 Rev A, by amended drawings B09/0738-01 Rev C, 0738-02 Rev B, 0738-03 Rev C, 0738-04 Rev C, 0738-05 Rev B & 0738-06 Rev B to incorporate amendments to parking layout, internal alterations and additional/repositioned windows on NW, NE and SE elevations – Granted 10.09.2014.

21/00001/FUL - Proposed erection of three storey 20 bed specialist unit and 2 no. two storey 4 bed step down houses with associated parking and site improvements – Granted 06.09.2021.

2. THE APPLICATION

2.1 The Proposal

Proposed nursing care home (Use Class C2: Residential Institution), associated access and parking.

The accompanying Planning Statement states that this application is not speculative and has been designed specifically to meet the specifications of an established regional nursing care home operator.

2.2 Documentation

The planning application is supported by the following documents:

- Associated plans (All viewable through the Council's website)
- Planning Statement
- Design & Access Statement
- Transport Statement
- Arboricultural Impact Assessment
- Tree Survey & Tree Protection Plan
- Ecology Appraisal & Habitat Survey Map
- BNG Metric Calculation & BNG Assessment
- Drainage Statement
- Phase II Ground Conditions Investigation
- Carterwood 15 min Drive Time Analysis
- Demand Statement

3. POLICY CONTEXT

Members are reminded that planning law requires for development proposals to be determined in accordance with the development plan, unless material considerations indicate otherwise.

THE DEVELOPMENT PLAN

3.1 Halton Delivery and Allocations Local Plan (2022)

The following policies contained within the Halton Delivery and Allocations Local Plan are of relevance:

- CS(R)3 Housing Supply and Locational Priorities;
- CS(R)12 Housing Mix and Specialist Housing;

- CS(R)15 Sustainable Transport;
- CS(R)18 High Quality Design;
- CS(R)19 Sustainable Development and Climate Change;
- CS(R)20 Natural and Historic Environment;
- CS(R)21 Green Infrastructure;
- CS23 Managing Pollution and Risk;
- CS24 Waste;
- RD1 Residential Development Allocations;
- RD4 Greenspace Provision for Residential Development;
- RD5 Primary Residential Areas;
- C1 Transport Network and Accessibility;
- C2 Parking Standards;
- HE1 Natural Environment and Nature Conservation;
- HE4 Greenspace and Green Infrastructure;
- HE5 Trees and Landscaping;
- HE7 Pollution and Nuisance;
- HE8 Land Contamination;
- HE9 Water Management and Flood Risk;
- GR1 Design of Development;
- GR2 Amenity
- GR3 Boundary Fences and Walls

3.2 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.

Supplementary Planning Documents (SPD)

Design of Residential Development Supplementary Planning Document

MATERIAL CONSIDERATIONS

Below are material considerations relevant to the determination of this planning application.

3.3 Nations Planning Policy Framework

The National Planning Policy Framework (NPPF) was first published in 2012 and updated 19 December 2023 to set out the Government's planning policies for England and how these should be applied.

3.4 Equality Duty

Section 149 of the Equality Act 2010 created the public sector equality duty.

Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

There are no known equality implications arising directly from this development that justify the refusal of planning permission.

3.5 Other Considerations

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.

4. CONSULTATIONS

The application has been advertised via the following methods: A press advert in the Widnes and Runcorn Weekly News, site notices posted near to the site and surrounding residents were also notified by letter on 27.06.24.

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

- **United Utilities**
No objection, suggested condition and informative.
- **Merseyside Environmental Advisory Service**
No objection subject to the amendment of the submitted BNG Metric and accompanying information. This has been submitted by the

applicant and is under review by MEAS. An update will be provided at committee meeting.

- **Halton View Councillors**
No comments received to date
- **HBC Drainage**
No objection, suggested conditions.
- **HBC Highways**
No objection, suggested conditions and informative.
- **HBC Environmental Protection**
No objection subject to conditions
- **HBC Contaminated Land**
No objection, subject to conditions
- **HBC Open Spaces**
No objection subject to conditions
- **HBC Waste Services**
No comments received to date

5. REPRESENTATIONS

The application has been advertised by 43 neighbour notification letters sent on the 27th June 2024. No representations have been received.

6. ASSESSMENT

6.1 Principle of Development

Policy RD1 of the Halton Delivery and Allocations Local Plan indicates that the application site is designated as a residential development allocation (allocation W31) and sits within a wider primarily residential area. It is noted from the planning history set out at section 1.2 of this report that there have been a variety of residential uses approved at this location including the construction of a three storey residential home for the elderly in 2008 & 2011 and the construction of a three storey specialist unit in 2021.

It is considered that a residential development of this nature would be sympathetic to surrounding land uses and has historically been approved at this site. The principle of development is therefore acceptable in accordance with policies CS(R)3, RD1 and RD5 of the Delivery and Allocations Local Plan.

6.2 Specialist Housing and Locational Priorities

Policy CS(R)12 of the Halton Delivery and Allocations Local Plan relates to Housing Mix. It states that proposals for new specialist housing for the elderly, including extra-care and supported accommodation will be encouraged in suitable locations, particularly those providing easy access to local services and community facilities. The policy also goes on to state that

there will be a presumption against further Residential Care Accommodation resulting in or exacerbating an oversupply.

The application is supported by a Demand Statement prepared by Carterwood Analytics for a 15 minute drivetime catchment of the application site. The Statement analyses the catchment population demographics and provides a detailed analysis of the existing care home provision.

The Demand Statement confirms there is a significant demand for care homes, particularly nursing care homes within this catchment area. The report indicates that there is an undersupply of circa 245 nursing care beds. The report goes on to state that of the existing care bed spaces, only 65% of these have en-suite facilities and only 20% of these have full wet room facilities concluding that there is also a lack of quality bed spaces to meet current standards, as well as quantity.

Based on the submitted information, it is considered that the proposed development would not result in or exacerbate an oversupply of specialist housing and the development is acceptable in accordance with Policy CR(R)12 of the Halton Delivery and Allocations Local Plan. The site is in a sustainable location in relative close proximity to Widnes Town Centre and is accessible to local services and facilities.

6.3 Highways, Transport and Accessibility

The application is accompanied by a Transport Statement and Technical Note 1. The Highway Officer has noted that the principle of residential use on the site is considered to be acceptable as the site benefits from good links to sustainable modes of travel.

The latest layout has addressed previous concerns with regards to parking arrangements and quantity and the site layout now shows 29 car parking spaces on site with additional space for motorcycles and improved pedestrian access and routing.

The Highways Officer has advised that given the widening of the entrance, it is considered that the pedestrian crossing should be in the form of a continuous kerb type arrangement, on the desire line, to give priority to this mode as well as providing a traffic calming feature about the access arrangement. Detail for this can be dealt with under a s278 Agreement.

It should be noted that pedestrian accessibility to and from the site is stymied by a lack of dropped crossings, with tactile paving, along Warrington Road on both sides of the road at nearby junctions. The provision of off-site highway works can be secured by suitably worded conditions.

The Highway Officer has requested that a condition be attached securing the submission of a construction management plan. This is an issue for the

applicant to manage accordingly and it is considered reasonable to deal with this by way of an informative relating to the Considerate Contractors Scheme.

It is however considered reasonable to attach conditions which secure the implementation and maintenance of the car parking and servicing, cycle parking, electric vehicle charging provision and associated off-site highway works.

Based on all the above, the proposed development is considered to be acceptable from a highways perspective in compliance with Policies CS(R)15, CS(R)19, C1 and C2 of the Halton Delivery and Allocations Local Plan.

6.4 Flood Risk and Drainage

The application is accompanied by a Drainage Statement including a proposed drainage layout and SuDS maintenance requirements which has been reviewed by the Lead Local Flood Authority (LLFA).

The site is only 0.3ha in area, located in Flood Zone 1 (low probability of flooding) and not within a Critical Drainage Area. On this basis, a Flood Risk Assessment was not a requirement with this application.

The Lead Local Flood Authority consider that the applicant has adequately assessed the site with regards to the drainage hierarchy and agree with the assessment of flood risk to and from the site. The applicant has provided a clear drainage strategy and the LLFA have no objection to the proposed development subject to a number of conditions relating to SuDS implementation and management.

United Utilities have no objection to the proposed development subject to similar conditions suggested by the Lead Local Flood Authority.

The attachment of the suggested conditions would ensure that the proposal is acceptable from a flood risk and drainage perspective in compliance with Policy CS23 and HE9 of the Halton Delivery and Allocation Local Plan.

6.5 Noise

The application is not accompanied by a Noise Assessment, however the Environmental Health Officer notes that this is a brownfield site in a primarily residential area of the borough and is satisfied that the development can come forward in acceptable manner from a noise perspective and notes that the acoustic report for the adjacent residential development required a scheme of mitigation for the properties that faced out onto Warrington Road.

Based on the above, the Environmental Health Officer raises no objection to the proposed development subject to an acoustic assessment in respect of road traffic noise and implement any recommended mitigation measures

accordingly to ensure that the sound levels specified in BS BS8233:2014 are met which can be secured by condition.

The Environmental Health Officer has also suggested a condition restricting construction hours which is considered reasonable.

Subject to the suggested conditions, the proposal is considered acceptable from a noise perspective in compliance with Policies CS23, GR2 and HE7 of the Halton Delivery and Allocations Local Plan.

6.6 Ground Contamination

The application is accompanied by a Phase II Ground Condition Investigation Report.

This has been reviewed by the Contaminated Land Officer and they consider the report and its recommendations which include a remediation strategy to be acceptable. They advise that a condition should be attached which secures the implementation of the remediation strategy and the submission of a verification report on completion of the works.

The attachment of the suggested condition above will ensure compliance with Policies CS23, HE7 and HE8 of the Halton Delivery and Allocations Local Plan.

6.7 Ecology

The applicant has submitted an ecology report in accordance with DALP policy HE1, which meets BS 42020:2013 and is accepted. A Biodiversity Net Gain (BNG) assessment report has also been submitted which has minor limitations, however these do not affect the conclusions of the report and the report is accepted by the Council's Ecology Advisor: MEAS.

The BNG calculation for the application site has achieved 12.32% net gain, which is in excess of the required 10%, however the Biodiversity Metric provided cannot be accepted at this time due to a number of limitations, and discrepancies between the metric and the baseline Condition Assessment.

An amended Metric and Condition Assessment are required prior to determination. This amended information has been provided by the applicant and comments are awaited from MEAS. An update will be provided to the Committee at the meeting.

A number of suggested conditions have been provided to be attached to any subsequent planning permission. The conditions relate to breeding bird protection, bird and bat boxes and reasonable avoidance measures for

terrestrial mammals. Additional conditions may be recommended following the final comments from MEAS.

The attachment of the suggested conditions above will ensure compliance with Policies CS(R)20, CS(R)21, HE1 and HE4 of the Halton Delivery and Allocations Local Plan.

6.8 Trees

The application is accompanied by an Arboricultural Impact Assessment, Tree Survey and Protection Measures.

There are no Tree Preservation Orders in force at the site and the area does not fall within a designated Conservation Area.

The proposal would result in the loss of some existing trees located on the site, however it is considered that a replacement planting scheme would mitigate for their loss. An indicative scheme is shown on the site plan, however the submission of a detailed scheme, its implementation and maintenance should be secured by condition. The trees that are to be removed along the site frontage are done so to enable the creation of satisfactory visibility splays from the site access. There is scope to plant new trees along the site boundary to compensate for their loss (which has already been established as acceptable by historic planning applications for the site).

For the existing trees which are to be retained, it is considered reasonable to attach a condition which secures appropriate tree protection measures throughout the construction phase.

Based on the above, the proposal is considered acceptable from a tree perspective in compliance with Policy HE5 of the Halton Delivery and Allocations Local Plan.

6.9 Layout

The proposed site layout is considered to provide active frontages, appropriate relationships with existing dwellings in the locality and sufficient parking provision.

The layout provides separation in accordance with the privacy distances for residential development set out in the Design of Residential Development Supplementary Planning Document and so the proposed development would not result in a detrimental impact on the residential amenity or privacy enjoyed by existing surrounding properties.

It is considered that an acceptable scheme having regard for the site's topography can be achieved. A condition securing the submission of proposed site levels and their subsequent implementation is suggested.

With regard to private outdoor space, it is considered that reasonable private garden space for use by the residents is provided for the specialist accommodation proposed.

It is noted that the surrounding area includes a variety of property types including terraced houses, semi-detached houses and apartment blocks. It is considered that the proposed development would have regard for and respect the site surroundings.

The site plan details an appropriate range of boundary treatments according to their location within the scheme. A condition is suggested which secures the implementation and subsequent maintenance.

The layout of the proposed development is considered to be acceptable and compliant with Policies CS(R)18, RD5, GR1, GR2 and GR3 of the Halton Delivery and Allocations Local Plan.

6.10 Scale

The proposed building would be three storey in height. The principle of this height has been established by past planning permissions approved for this site and so the three storey building is considered to be acceptable in principle. There is a three storey building to the west of the application site on the corner where Warrington Road meets Page Lane and so a building three stories in height would not appear incongruous. Having regard for the scale of the buildings in the surrounding area the proposed development is considered to be acceptable in respect of scale.

The proposal is considered to be acceptable in terms of scale and compliant with Policy RD5 and GR1 of the Halton Delivery and Allocations Local Plan.

6.11 Appearance

The submitted elevations show that the proposed building would be of an appropriate appearance with some variety in materials to add interest to the overall external appearance. The submission of precise external facing materials should be secured by condition along with implementation in accordance with the approved details. This would ensure compliance with Policies CS(R)18, RD5, GR1 and GR2 of the Halton Delivery and Allocations Local Plan.

6.12 Open Space

The proposed development is for a privately run, 60 bed nursing care home for the frail elderly, with associated communal and staff facilities to support 24/7 round the clock, nursing care for elderly residents. Based on the proposed use and the level of care proposed, it is not considered that the residents using the proposed development would create or exacerbate a projected quantitative shortfall of greenspace. The requirements of Policy RD4 therefore do not apply. It is considered that the proposed development will provide reasonable private garden space for use by the residents.

6.13 Sustainable Development and Climate Change

Policy CS(R)19 of the Halton Delivery and Allocations Local Plan outlines some principles which will be used to guide future development.

The supporting text for policy CS(R)19 states that new development will be encouraged to incorporate current best practice in sustainable design and construction. In achieving this, development proposals must offer an integrated approach to sustainable development incorporating climate change resilience and carbon management measures.

Policy GR1 also states that all major development proposals involving the construction of new buildings must demonstrate how sustainable design and construction methods will be incorporated to achieve resource efficiency and resilience to climate change in accordance with policy CS(R)19 taking into account the site specific viability of the development, where appropriate. The attachment of a condition securing the submission of a scheme detailing such matters along with their subsequent implementation will ensure compliance with Policy CS(R)19 and GR1 of the Halton Delivery and Allocations Local Plan.

6.14 Waste Management

Policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan are applicable to this application along with policy CS24 of the Halton Delivery and Allocations Local Plan.

In terms of waste prevention, construction management by the applicant will deal with issues of this nature and the developer would be required to produce a Site Waste Management Plan. The submission of a waste audit should be secured by condition. In terms of on-going waste management, there is sufficient space within the development to deal with this as demonstrated by the proposed site layout.

The proposal is considered to be compliant with policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan and policy CS24 of the Halton Delivery and Allocations Local Plan.

7. CONCLUSIONS

Based on the above assessment, it is considered that the proposed scheme would not have an adverse impact that would outweigh its benefits through the delivery of residential accommodation on this vacant site in a manner which would be sympathetic to surrounding land uses. The proposed development would also create employment opportunities with the peak full time staffing number being 53.

The proposed development would deliver residential development in a residential allocation (W31) sat within a wider primarily residential area, as designated on the Delivery and Allocations Local Plan Policies Map.

The development of this site would result in the only vacant site in the immediate locality being brought back to use in line with the desire to make effective use of previously developed land.

The applicant has demonstrated the need for this type of development and this is considered to be acceptable in accordance with Policy CS(R)12 of the Delivery and Allocations Local Plan.

The proposed site layout is considered to provide active frontages, appropriate relationships with existing dwellings in the locality. A reasonable private garden space for use by the residents would be provided and it is considered that an appropriate soft landscaping scheme including replacement tree planting can be achieved.

The application site provides an opportunity for regeneration as it currently comprises a vacant, derelict, demolished urban site, detracting from the appearance of the surrounding area. This is a highly sustainable, brownfield site surrounded by residential development. The proposal is considered to be acceptable and the application is recommended for approval subject to conditions.

8. RECOMMENDATION

That authority be delegated to the Operational Director – Planning, Policy and Transportation, to determine the application in consultation with the Chair or Vice Chair of the Committee, following the satisfactory resolution of the outstanding issues relating to updated comments from MEAS. Additional conditions may be recommended subject to comments from MEAS.

9. CONDITIONS

1. Time limit
2. Approved plans
3. Restriction on use
4. Submission of proposed site levels

5. Submission of facing materials
6. Boundary treatment details
7. Submission of soft landscaping scheme
8. Tree protection measures
9. Breeding bird protection
10. Submission of Bird and Bat boxes scheme
11. Hours of construction
12. Submission of an acoustic report
13. Implementation of remediation strategy and submission of validation report
14. Surface water SuDS
15. SuDS verification report
16. United utilities surface water drainage
17. Off-site highways works
18. CEMP – include rams
19. SWWMP
20. Sustainable development and climate change

Informatives

1. Considerate Constructor Scheme Informative
2. United Utilities Informative
3. Highway drainage
4. Highways informative
5. Japanese Knotweed Monitoring

10. BACKGROUND PAPERS

The submitted planning applications are background papers to the report. Other background papers specifically mentioned and listed within the report are open to inspection at the Council's premises at Municipal Building, Kingsway, Widnes, WA8 7QF in accordance with Section 100D of the Local Government Act 1972.

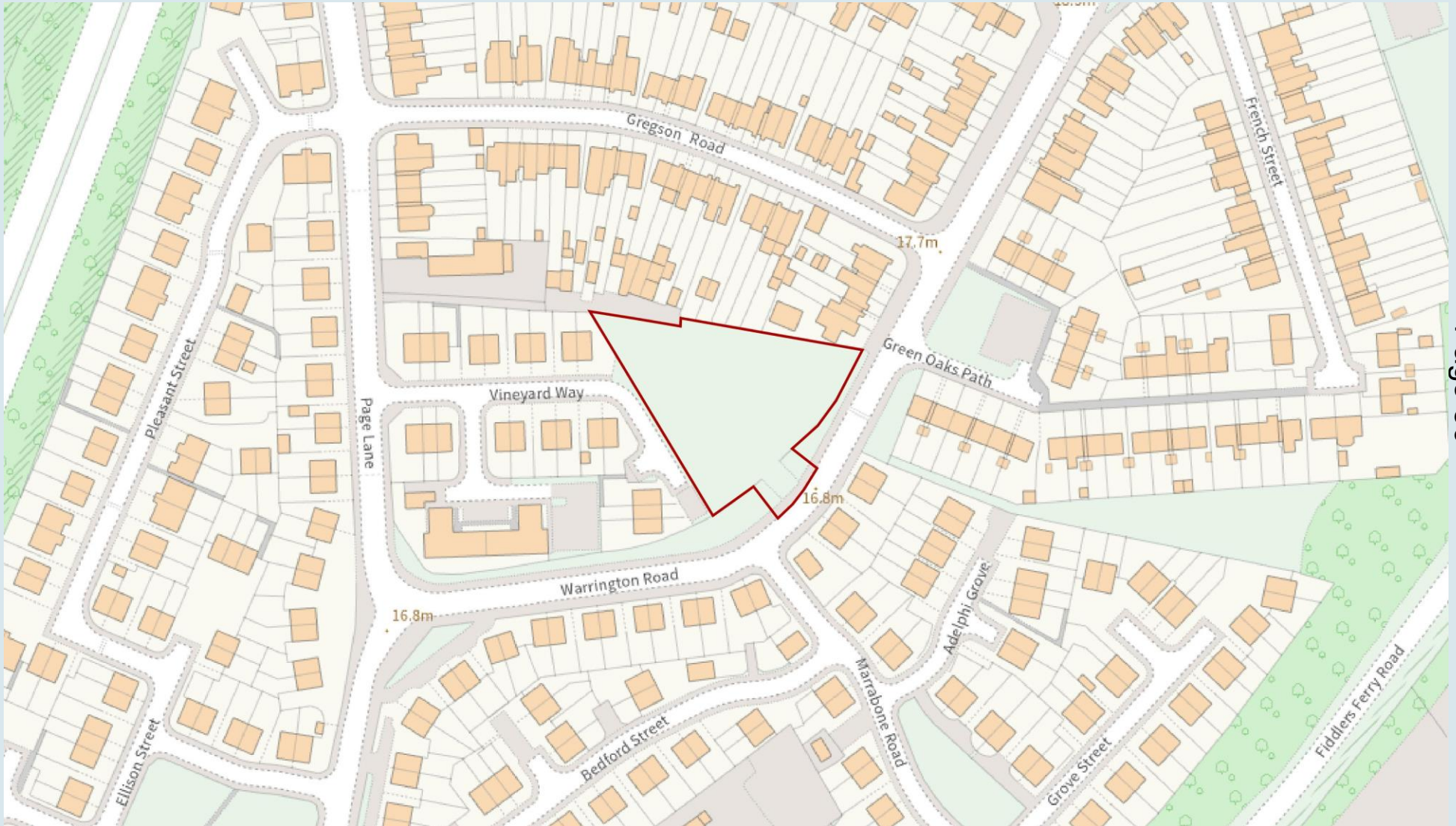
11. SUSTAINABILITY STATEMENT

As required by:

- The National Planning Policy Framework (2023);
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 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.









scale: 1:100@ A0



Proposed south east elevation



Proposed north east elevation



Proposed south west elevation



Proposed north west elevation

- Schedule of Materials**
- | | |
|--|--|
| 1. grey roof tiles to local authority approval | 7. stone dressed/flush or brick columns to balconies |
| 2. grey rope soffits and eaves details | 8. grey uPVC aluminium window and door frames |
| 3. off white smooth through colour render | 9. facing brickwork to local authority approval |
| 4. safety glass balustrade | 10. stone window headers |
| 5. stone dressed/flush balcony | 11. stone window sills |
| 6. grey painted metal supports | 12. stone string detail |

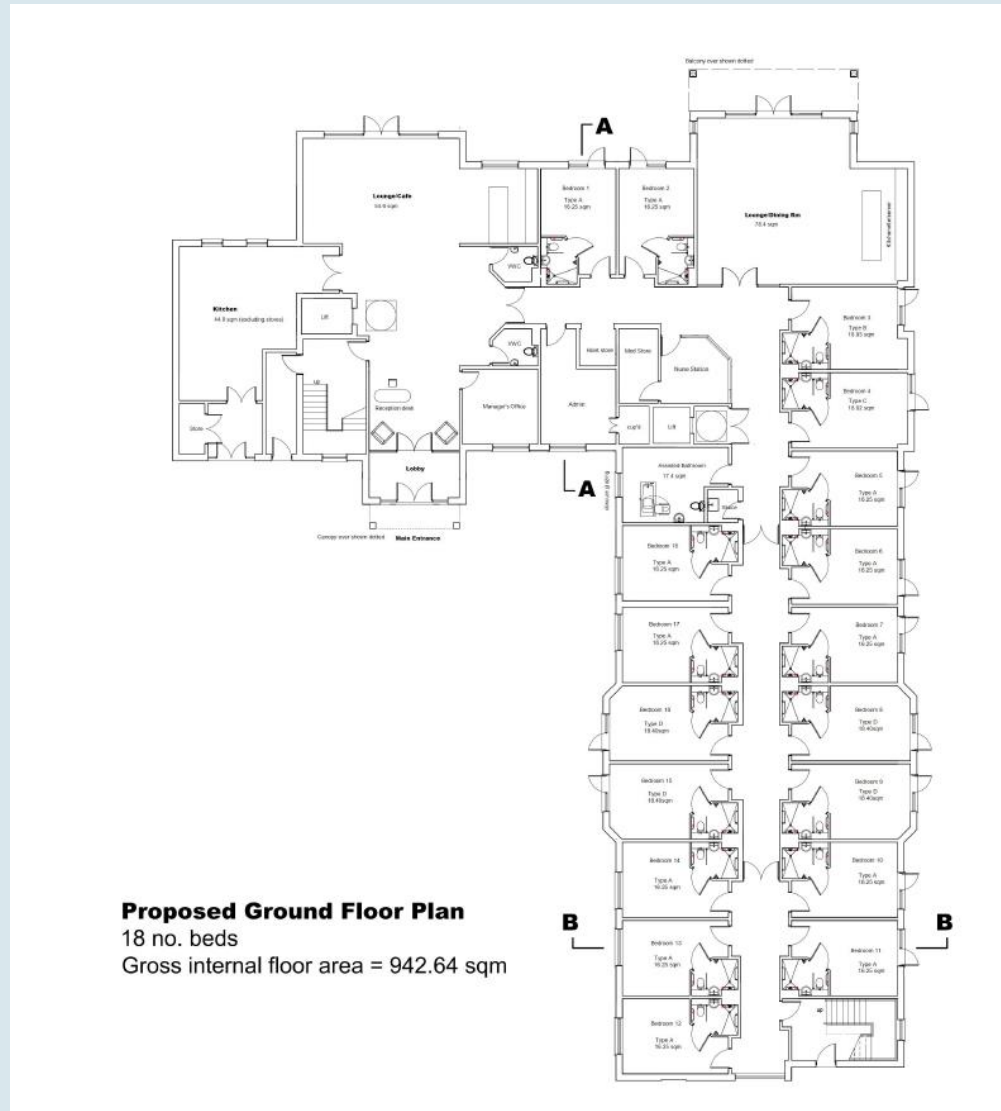
Care Developments: proposed nursing home, warrington rd, widnes | dwg no.114: colour elevations

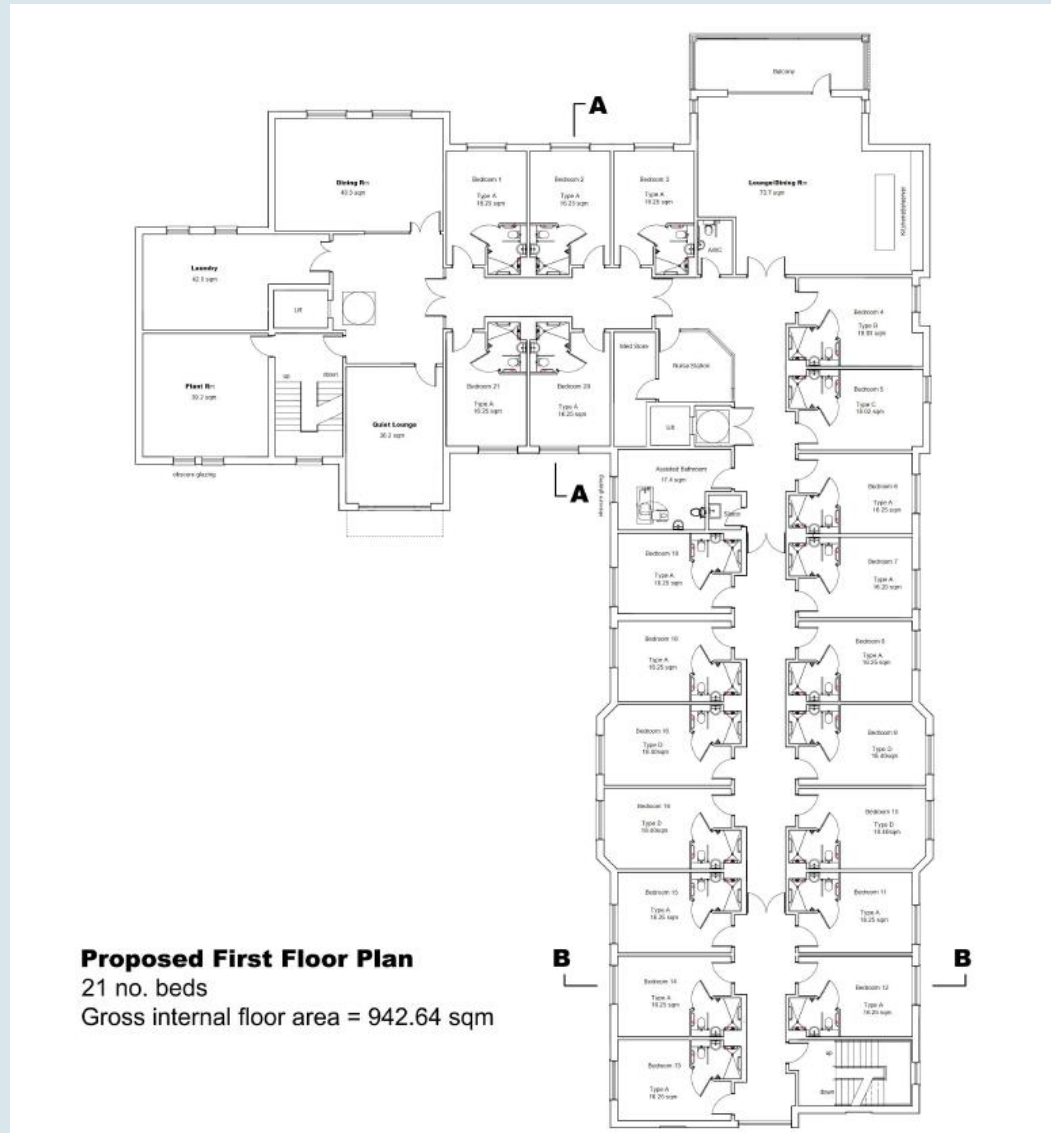


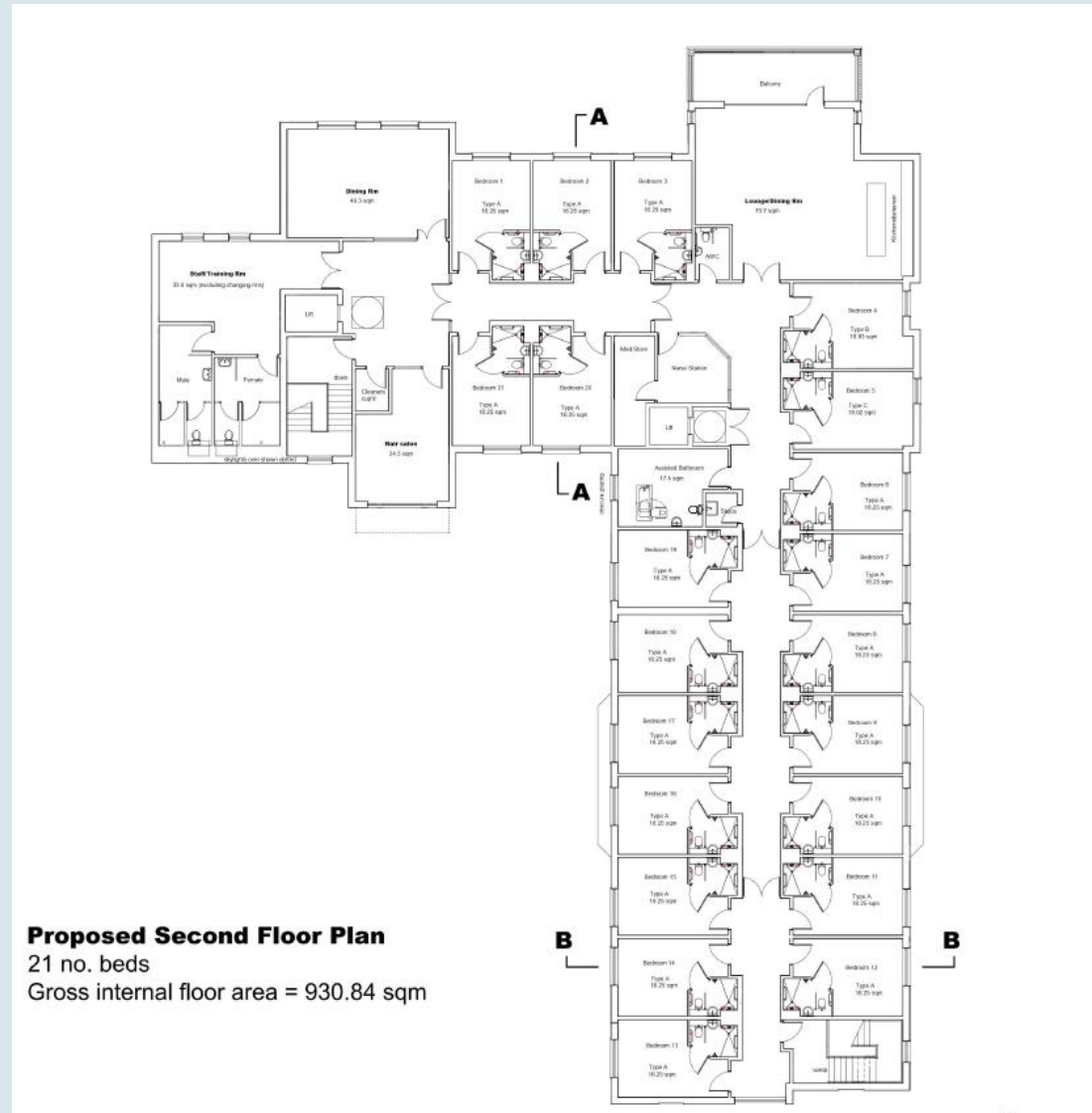
Site Section A-A/ Street elevation facing South East (Warrington Road)




Site Section B-B









APPLICATION NO:	24/00302/FUL
LOCATION:	Hutchinson Engineering Ltd, Everite Road, Widnes, WA8 8PT
PROPOSAL:	Proposed extension (part retrospective) of existing industrial unit to create new B2/B8 floor space and new three storey office facilities and associated external works.
WARD:	Ditton, Hale Village & Halebank
PARISH:	None
APPLICANT:	Steve Adams, Hutchinson Engineering Ltd.
AGENT:	Jamie Davenport, Davenport Architecture Ltd.
DEVELOPMENT PLAN:	ALLOCATIONS:
Halton Delivery and Allocations Local Plan (2022)	Employment Renewal Area
Joint Merseyside and Halton Waste Local Plan (2013)	
DEPARTURE:	No
REPRESENTATIONS:	None
KEY ISSUES:	Highways consideration, contaminated land, flood risk, design and appearance, amenity and noise.
RECOMMENDATION:	Approve subject to conditions
SITE MAP:	

1. APPLICATION SITE

1.1 The Site

The site subject of the application is Hutchinson Engineering Ltd. Located on Everite Road in Widnes. The application site is allocated as an Employment Renewal Area on the Halton Delivery and Allocations Local Plan Policies Map and measures approximately 1.85 hectares. The site is located north of the A562 (Speke Road) and the 'Mersey Multi-Modal Gateway'.

The site is currently occupied by Hutchinson Engineering Ltd which operates from the site and comprises a warehouse building with profile sheet metal clad elevations with associated parking and storage yard.

The applicant also owns and operates from the land to the south of the application site. Located to the north and west of the site are industrial buildings and land uses. There are residential properties located to the north east of the site with the nearest dwelling located 125m from the site boundary.

1.2 Planning History

The site has been subject to a number of planning applications, those of relevance are set out below:

18/00405/FUL – Proposed extension and refurbishment of existing industrial unit to create new unit within use classes B2/B8 together with a new two storey office facility and associated external works. **Approved 05.11.18.**

2. THE APPLICATION

2.1 The Proposal

The application seeks permission for a proposed extension (part retrospective) to the existing industrial unit, to create new B2/B8 floor space and new three storey office facilities and associated external works.

2.2 Documentation

The planning application is supported by the following documents:

- Associated plans (all viewable through the Council's website)
- Design and Access Statement
- Drainage Strategy

- Flood Risk Assessment
- Noise Impact Assessment
- Phase I Desk Study Report

3. POLICY CONTEXT

Members are reminded that planning law requires for development proposals to be determined in accordance with the development plan, unless material considerations indicate otherwise.

3.1 Halton Delivery and Allocations Local Plan (DALP) (2022)

The following policies contained within the Halton Delivery and Allocations Local Plan are of relevance:

- CS(R)1 Halton's Spatial Strategy
- CS(R)4 Employment Land
- CS(R)15 Sustainable Transport
- CS(R)18 High Quality Design
- CS(R)19 Sustainable Development and Climate Change
- CS23 Managing Pollution and Risk
- CS24 Waste
- ED2 Employment Development
- C1 Transport Network and Accessibility
- C2 Parking Standards
- HE7 Pollution and Nuisance
- HE8 Land Contamination
- HE9 Water Management and Flood Risk
- GR1 Design of Development
- GR2 Amenity

3.2 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.

3.3 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was first published in 2012 and updated 19 December 2023 to set out the Government's planning policies for England and how these should be applied.

3.4 Supplementary Planning Documents (SPD)

- Design of New Commercial & Industrial Development Supplementary Planning Document (2006).
- 3MG Mersey Multimodal Gateway Supplementary Planning Document (2009).

MATERIAL CONSIDERATIONS

Below are material considerations relevant to the determination of this planning application.

3.5 Equality Duty

Section 149 of the Equality Act 2010 created the public sector equality duty.

Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

There are no known equality implications arising directly from this development that justify the refusal of planning permission.

3.6 Other Considerations

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.

4. **CONSULTATIONS**

The application has been advertised via the following methods: A press advert in the Widnes and Runcorn Weekly News, site notices posted near to the site and surrounding residents were also notified by letter on 08.08.24.

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

- **United utilities**
No objection, informative wording to be provided
- **Lead Local Flood Authority**
No comments provided to date
- **HBC Environmental Protection**
No objection
- **HBC Contaminated Land**
No objection, suggested condition
- **HBC Highways**
No objection
- **Ditton, Hale Village & Halebank Councillors**
No comments received

5. REPRESENTATIONS

The application has been advertised by 90 neighbour notification letters sent on the 8th August 2024. No representations have been received.

6. ASSESSMENT

6.1 Principle of Development

The application site is located within an established employment area and forms part of the Employment Renewal Area, as designated in the Halton Delivery and Allocations Local Plan Policies Map.

Policy ED2 of the Delivery and Allocations Local Plan states that within Primarily Employment Areas, development for office, research and development, light industrial, factory or storage and distribution uses will normally be acceptable.

Redevelopment and regeneration within existing employment areas and Employment Renewal Areas will be supported where they make an improvement in the use of the site for employment purposes, having regard to:

- a. The quality and type of employment floorspace provided;

- b. The quality, type, number and density of jobs to be accommodated; and
- c. The environmental quality of the site.

Paragraph 4 of policy ED2 highlights that all proposals for new employment development, including extensions to existing properties, must where appropriate:

- a. Be compatible with existing and proposed surrounding uses;
- b. Not have a significant adverse effect on the character and appearance of the locality in terms of its size, scale, materials, design and siting;
- c. Be designed to allow for future flexibility for a range of uses, including future subdivision and/or amalgamation for a range of business accommodation;
- d. Have adequate access that would not create a traffic hazard or have an undue environmental impact;
- e. Be served by public transport and provide pedestrian and cycle links to adjacent residential areas;
- f. Design storage areas to minimise visual intrusion;
- g. Make adequate provision of space for on-site servicing and, where appropriate, waiting goods vehicles;
- h. Provide adequate screening, if the layout and design cannot be amended in other ways, to obscure and conceal any unsightly feature of the development;
- i. Locate security fencing, where required, to the internal edge of any perimeter landscaping; and
- j. Provide substantial peripheral landscaping where sites and join residential areas, open countryside or Green Belt areas.

It is considered that the proposed development complies with the guidance set out above in Policy ED2. The provision of this additional employment floorspace would contribute to the employment land supply targets set out in Policy CS(R)4 of the DALP. The principle of development is acceptable in accordance with policies CS(R)1, CS(R)4 and ED2 of the Delivery and Allocations Local Plan.

Previous planning consents for the site have authorised Class B2, B8 and office Uses, therefore the proposed use is considered to be appropriate and in keeping with the history of the site. The principle of the development type has been established on site and also within the immediate surrounding area and therefore the proposed development would be sympathetic to the surrounding area.

6.2 Layout

The proposed layout follows that of the original site and the 2018 approval. As stated above, the applicant owns the adjoining site to the

south and so the parking provision for both sites has been consolidated. As a result of this, the main access has been improved to create clearly defined access for delivery vehicle and car parking.

The main parking area to the front of the building has been re-planned as a one way system so as to avoid impact on the existing landscaped areas. A separate visitors car park is located immediately in front of the proposed office building, to allow for additional security for the site. The existing northern entrance will be used for HGV movements only, entering and exiting the main rear yard. An internal control point is proposed, set well within the site, to allow any waiting vehicles to be clear of the main road.

The original factory unit was extended its full length along the back line of the carpark under the 2018 planning permission. The new proposals adapt the previously approved office block to create a larger footprint. The front corner of the building now proposes three stories of office accommodation. The rear proposed extension will provide improved workshop and fabrication space with greater ceiling heights to facilitate productivity.

The majority of the ground floor will be used for fabrication, with the smaller element containing the main reception, office space and meeting rooms along with changing and welfare facilities. The tree line and landscaped buffer will be maintained and enhanced as part of the scheme. There will be no change to the main yard to the rear, which is used for the storage of various components. This is not visible from the street scene.

The layout of the proposed development is considered to be acceptable and in accordance with Policies ED2 and GR1 of the Halton Delivery and Allocations Local Plan.

6.3 Scale

The original frame building, prior to the 2018 extension, measured 1900m². This application includes extensions that have been built in addition to the 2018 extension. The proposed development would provide a total of 4337m² of B2 General Industrial floor space and 898m² of E(g) Office floor space. This will allow for an increase in employment opportunities from the current 66 full time jobs to 85.

The proposed scale reflects the site context and is considered to be appropriate in this location, consistent with the requirements of policies CS(R)18 and GR1 of the Delivery and Allocations Local Plan.

6.4 Appearance

The proposed warehouse extension would be constructed as a portal frame building clad with vertically laid trapezoidal coated aluminium cladding, with flat panel cladding installed on the proposed office element.

The materials proposed would sit comfortably within the site location whilst contributing to a modern and contemporary addition to the area.

A simple pallet of colours are proposed with a number of grey tones used to define the gutters, doors, walls and roof. The main walls propose a mid-grey with features being finished in a darker Anthracite grey and the company corporate colours adopted in certain areas.

The proposed elevations show that the building would be of an appropriate appearance with some variety in materials and texture to add interest to the overall external appearance. The scheme proposes an attractive modern unit which maximises opportunities to improve the frontage onto Everite Road, through incorporating a feature corner to the building elevation and enhanced landscaping.

The subsequent implementation of the external facing materials should be secured by condition. This would ensure compliance with Policies GR1 and CS(R)18 of the Delivery and Allocations Local Plan.

6.5 Landscaping & Trees

There are no trees afforded Statutory Protection at this location and the site does not fall within a designated Conservation Area. The existing landscape buffer to Everite Road has a line of well established trees and hedges. There is no tree removal proposed as part of the application. Small elements of soft landscaping are proposed within the site to soften the entrance and visitor areas.

The proposal is exempt from the Biodiversity Net Gain requirements as the part of the site that would have any association with biodiversity is a retrospective element of the development.

6.6 Highway, Transport & Accessibility

The south entrance is to be shared between the application site and the existing Hutchinson Engineering site to the south. All staff and visitor vehicles will enter the new carpark from the southern entrance.

The northern entrance is already designed to cater for large HGV vehicles and so its width and kerb radii are deemed to be appropriate for the proposed uses. The existing yard is significant in size and will accommodate all vehicle movements as well as the external storage requirements for the operator.

The site layout has been amended in line with comments from the Highways Officer who had initial concerns about the parking layout for the site. These concerns have all now been addressed and the site layout is considered to be acceptable in terms of highway safety, parking standards and accessibility. The proposed development is considered to be acceptable in accordance with policies ED2, CS(R)15, C1, C2 and GR1 of the Delivery and Allocations Local Plan.

6.7 Ground Contamination

The following document has been submitted in support of the application:

- Phase I Desk Study Report. Ref: 129-003233. July 2024

The Council's Contaminated Land Officer has advised that pre-war historic maps show the site as agricultural/farmland. Postwar, a cement works was constructed and present on site from 1967 - 1985 after which the works were demolished and the site was occupied by a smaller steel engineering facility with hardstanding. The facility was part demolished and rebuilt in 2012 and extended further between 2020-2022.

The submitted phase 1 desk study identified potential SPR linkages from the presence of asbestos fibres in made ground as high risk. Ground gas and groundwater hazards were deemed low risk. The report referenced documentation produced by the consultant (Mayer) itself for the previous site operator and consisted of a Phase 1 Desk study & Ground Investigation. The previous desk study undertaken in 2011 identified a range of potential contaminants from previous and current site use; Metals, Asbestos, PAHs Hydrocarbons, PCBs & solvents. A resultant ground investigation indicated there were no significant sources of contamination in site soil, groundwater or ground gas found. Asbestos fibres were identified in 3 of the 10 samples but in quantities up to 0.01%. The risk was classed as low due to the proposed concreting of the site and no existing concrete be broken.

A gas monitoring programme was undertaken on the 8 boreholes on site, however 2 boreholes refused during installation and 1 was flooded. While the unavailable sampling points and limited monitoring visits do not form a robust investigation into potential ground gas risks, the constitution and depth (0.0 – 1.0 mbgl) of the made ground on site reduce the potential risks from ground gases.

The facility was further extended between 2020-2022 with no records or incidents of potentially contaminated land reported. The recent desk top study & previous site reports show that asbestos is present on site. The

removal or breaking of existing concrete poses a high risk to receptors on and off site, however the site end use is low sensitivity.

It is therefore suggested that a condition be attached to any subsequent approval requiring an asbestos management plan be submitted for review prior to commencing any works. This will ensure the development is compliant with policy HE8 of the Delivery and Allocations Local Plan.

6.8 Flood Risk & Drainage

The application is supported by the following documents:

- Flood Risk Assessment, Ref: 9316-ADS-00-XX-RP-C-501 dated July 2024
- Drainage Strategy, Ref: 9332-ADS-00-XX-RP-S-550 P1, DATED July 2024

The application site is located in Flood Zone 1 and is of the lowest probability of flooding. It has been established that there are no watercourses within the vicinity of the site, and the majority of the site is current hardstanding. Surface water drainage from the site would need to be disposed of in accordance with the drainage hierarchy.

United Utilities have no objection to the proposed development subject to their advice being passed on to the applicant by way of an informative.

Final comments from the Lead Local Flood Authority are awaited, however their advice from the previous application is considered to still be relevant and a material consideration. The LLFA recommended a number of conditions to be attached to ensure compliance with policy CS23 and HE9 of the Delivery and Allocations Local Plan.

6.9 Noise

The following document submitted with the application has been reviewed:

- Hutchinson Engineering Industrial Noise Impact Assessment Report 25424/INIA1, 16th July 2024, Hann Tucker Associates

Whilst the application site is approximately 200m from the nearest residential property, it is surrounded by commercial land uses. The noise report adequately demonstrates that there should be no adverse impact on residents' amenity in accordance with Policy HE7 of the Halton Delivery and Allocations Local Plan. Environmental Health would have no objections to this application.

6.10 Sustainable Development & Climate Change

Policy CS(R)19 of the Halton Delivery and Allocations Local Plan outlines some principles which will be used to guide future development.

The supporting text for policy CS(R)19 states that new development will be encouraged to incorporate current best practice in sustainable design and construction. In achieving this, development proposals must offer an integrated approach to sustainable development incorporating climate change resilience and carbon management measures.

Policy GR1 also states that all major development proposals involving the construction of new buildings must demonstrate how sustainable design and construction methods will be incorporated to achieve resource efficiency and resilience to climate change in accordance with policy CS(R)19 taking into account the site specific viability of the development, where appropriate.

The attachment of a condition securing the submission of a scheme detailing such matters along with their subsequent implementation will ensure compliance with Policy CS(R)19 and GR1 of the Halton Delivery and Allocations Local Plan.

6.11 Waste Management

Policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan are applicable to this application along with policy CS24 of the Halton Delivery and Allocations Local Plan.

In terms of waste prevention, construction management by the applicant will deal with issues of this nature and the developer would be required to produce a Site Waste Management Plan. The submission of a waste audit should be secured by condition. In terms of on-going waste management, there is sufficient space within the development to deal with this as demonstrated by the proposed site layout.

The proposal is considered to be compliant with policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan and policy CS24 of the Halton Delivery and Allocations Local Plan.

7. CONCLUSIONS

It is considered that the proposed development complies with the guidance set out in Policy ED2 of the Delivery and Allocations Local Plan. The provision of additional employment floorspace would contribute to the employment land supply targets set out in Policy CS(R)4 of the DALP.

The proposed development would provide a total of 4337m² of B2 General Industrial floor space and 898m² of E(g) Office floor space. This will allow

for an increase in employment opportunities from the current 66 full time jobs to 85.

Previous planning consents for the site have authorised Class B2 and Class B8 Uses, therefore the proposed use is considered to be appropriate and in keeping with the history of the site. The principle of the development type has been established on site and also within the immediate surrounding area and therefore the proposed development would be sympathetic to the surrounding area.

The proposed elevations show that the building would be of an appropriate appearance with some variety in materials and texture to add interest to the overall external appearance. The scheme proposes an attractive modern unit which maximises opportunities to improve the frontage onto Everite Road, through incorporating a feature corner to the building elevation and enhanced landscaping.

The development is considered to be acceptable in accordance with the relevant policies contained within the Delivery and Allocations Local Plan.

8. RECOMMENDATION

That planning permission is approved subject to the attachment of suitably worded conditions.

9. CONDITIONS

1. Time limit
2. Approved plans
3. Materials
4. Asbestos management plan
5. Drainage strategy
6. Foul and surface water drainage
7. Implementation and retention of parking layout
8. SWWMP
9. Sustainable development and climate change
10. Hours of construction

10. BACKGROUND PAPERS

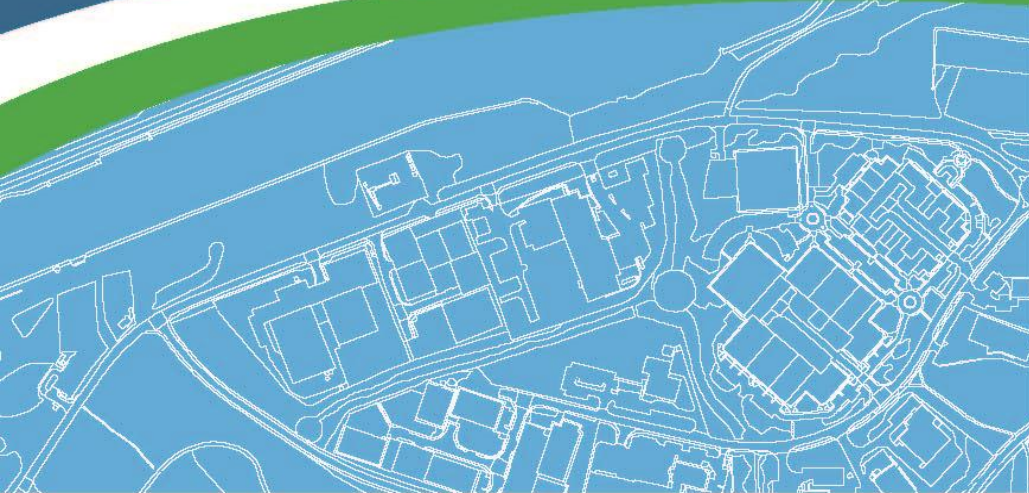
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11. SUSTAINABILITY STATEMENT

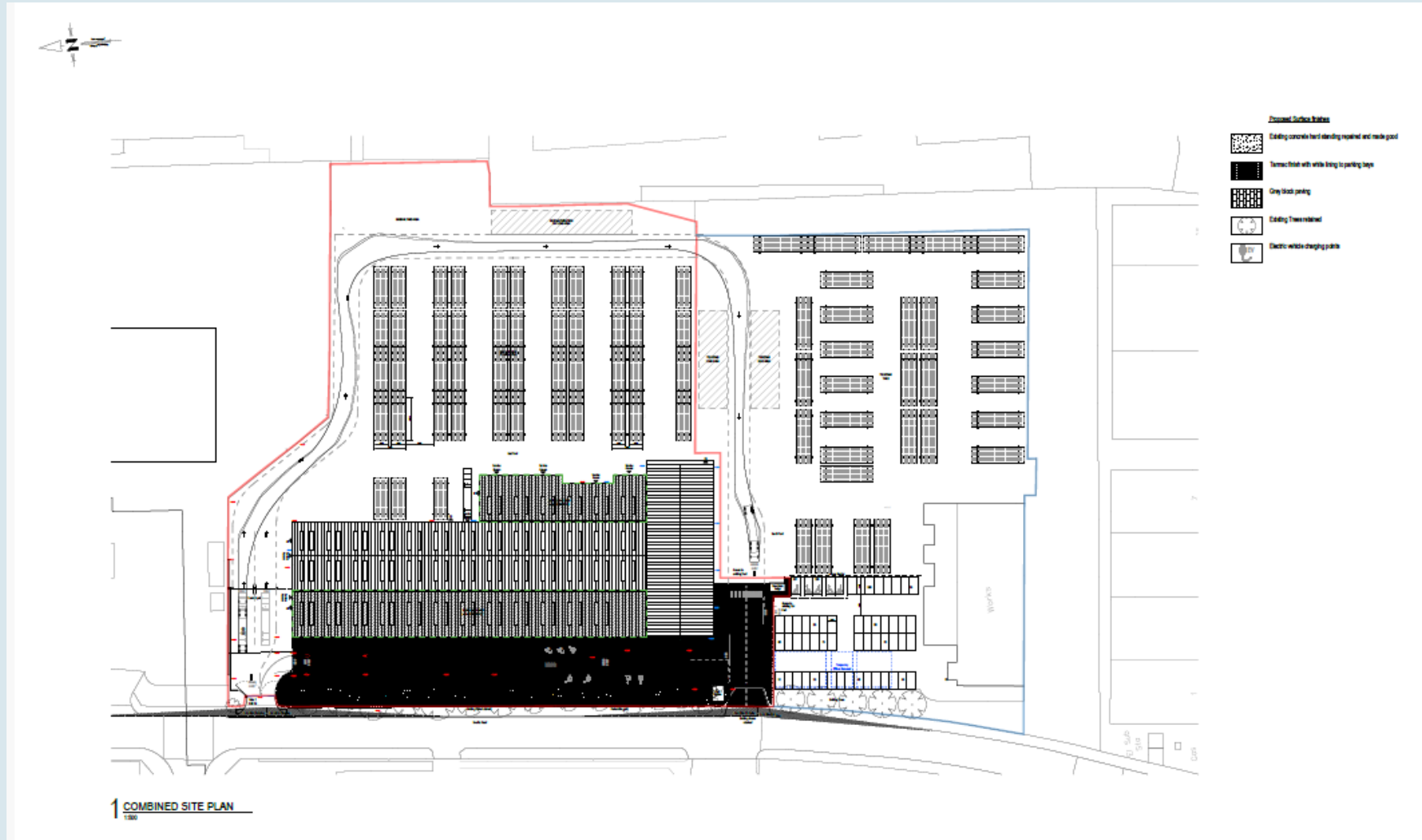
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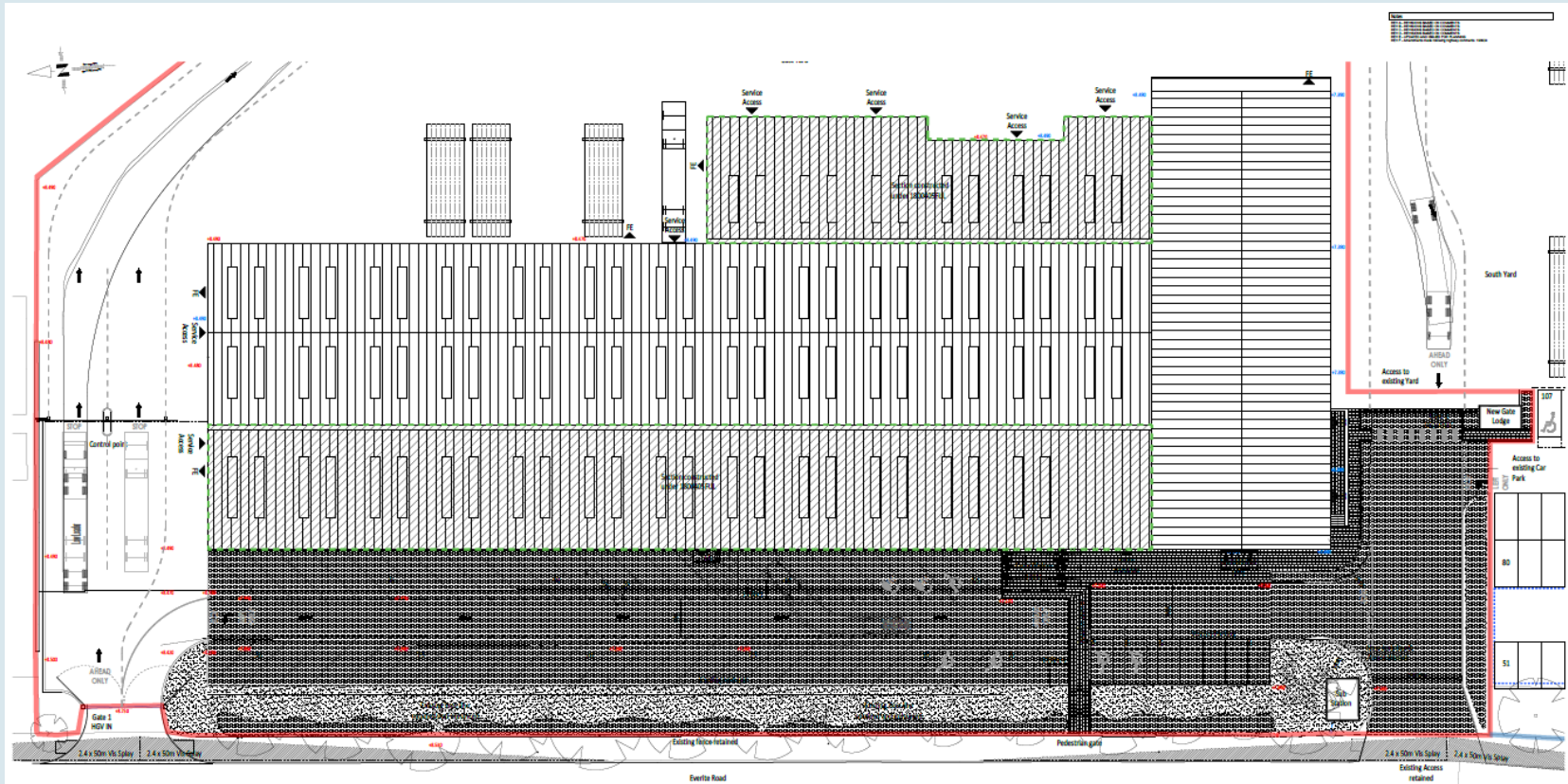
- The National Planning Policy Framework (2023);
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

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.









1 PROPOSED SITE PLAN
1300



Proposed Fencing
New boundary fencing to match existing along Ewerle Road
2.1m High Green powder-coated galvanized fencing



Proposed EV charging station
EVMS 220W Dual Charging Station 3 Phase Pedestal
EV Charge (EVCS)



Proposed Cycle Shelter
Drainage Apico Junior Cycle Shelter 500MM²
Dr Shelter





