



Development Management Committee

**Tuesday, 2 December 2025 6.30 p.m.
Civic Suite, Town Hall, Runcorn**

A handwritten signature in black ink, appearing to read 'R. Leck'.

Interim Chief Executive

COMMITTEE MEMBERSHIP

Councillor Rosie Leck (Chair)
Councillor Sharon Thornton (Vice-Chair)
Councillor Stan Hill
Councillor Colin Hughes
Councillor Paul Nolan
Councillor Ged Philbin
Councillor Carol Plumpton Walsh
Councillor Rob Polhill
Councillor Christopher Rowe
Councillor Dave Thompson
Councillor Bill Woolfall

***Please contact Isabelle Moorhouse on 01515113979 or
isabelle.moorhouse@halton.gov.uk for further information.
The next meeting of the Committee is on Wednesday, 14 January 2026***

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

Part I

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1. MINUTES	1 - 6
2. DECLARATIONS OF INTEREST	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary Interests, to leave the meeting prior to discussion and voting on the item.	
3. PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	
(A) 25/00107/OUT - OUTLINE PLANNING APPLICATION FOR UP TO 94 DWELLINGS WITH ALL MATTERS RESERVED EXCEPT FOR ACCESS AT LAND AT HILLTOP FARM WINDMILL LANE PRESTON ON THE HILL WA4 4AZ	7 - 32
(B) 25/00262/FUL - PROPOSED DEMOLITION OF EXISTING WORKSHOP, LEAN TO SHED AND PICKING LINE ENCLOSURE, AND THE ERECTION OF 2 NO BUILDINGS TO PROVIDE FOR THE STORAGE, SORTING AND PROCESSING OF WASTE MATERIALS TOGETHER WITH A NEW WELFARE BLOCK, WEIGHBRIDGE OFFICE AND ANCILLARY INFRASTRUCTURE INCLUDING WATER TANKS, WEIGHBRIDGES, REVISED VEHICLE PARKING, DRAINAGE IMPROVEMENTS AND ODOUR CONTROL PLANT & EQUIPMENT AND STACK	33 - 71
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In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

DEVELOPMENT MANAGEMENT COMMITTEE

At a meeting of the Development Management Committee on Monday, 1 September 2025 at Civic Suite, Town Hall, Runcorn

Present: Councillors Leck (Chair), Thornton (Vice-Chair), Hughes, P. Nolan, Philbin, C. Plumpton Walsh, Polhill, Rowe, Thompson and Woolfall.

Apologies for Absence: Councillor S. Hill.

Absence declared on Council business: None.

Officers present: A. Blackburn, A. Plant, L. Wilson-Lagan, G. Henry, E. Breheny, S. Moorhouse, C. Sturdy, G. Ferguson, and I. Moorhouse.

Also in attendance: 24 members of the public.

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

		<i>Action</i>
DEV6	MINUTES	
	The Minutes of the meeting held on 9 June 2025, having been circulated, were taken as read and signed as a correct record.	
DEV7	PLANNING APPLICATIONS TO BE DETERMINED BY THE COMMITTEE	
	The Committee considered the following applications for planning permission and, in accordance with its powers and duties, made the decisions described below.	
	<i>Councillor Woolfall did not take part in any debate or vote on the on the following item as he had previously expressed his views on the proposed development.</i>	
DEV8	23/00244/OUT - OUTLINE PLANNING APPLICATION (WITH ALL MATTERS OTHER THAN ACCESS RESERVED) FOR THE DEVELOPMENT OF UP TO 350 DWELLINGS, PUBLIC OPEN SPACE, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE WORKS. FULL DETAILS FOR SITE ACCESS ARRANGEMENTS VIA A NEW JUNCTION ONTO CHAPEL LANE FOLLOWING THE DEMOLITION OF ROSE FARM BUNGALOW AND NEW	

EMERGENCY ACCESS ON CHAPEL LANE (TO BE DETERMINED BY KNOWSLEY BOROUGH COUNCIL ONLY) AND A SECONDARY EMERGENCY ACCESS VIA SANDY LANE (TO BE DETERMINED BY HALTON BOROUGH COUNCIL). ALL OTHER MATTERS ARE TO BE DETERMINED BY HALTON BOROUGH COUNCIL ONLY AT LAND AT CHAPEL LANE WIDNES CHESHIRE

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

Since the publication of the agenda, it was noted that additional letters had been received regarding the phasing of development sites across the borough. In the current Development Plan, there was no policy requirement to control the phasing of allocated developments in the borough. It was noted that comments regarding bats in the area were outstanding from Merseyside Environmental Trust; therefore, it was recommended that the application be approved, subject to their response.

A statement was circulated to the Committee from Councillor Ball who was a Member for Birchfield Ward. The statement highlighted in detail her concerns with traffic congestion, the impact on residents during construction, the change of use of Sandy Lane, flooding, the loss of greenbelt land and the character change to the area.

The Committee was addressed by Dr Wotherspoon who objected to the proposal. He presented the following points:

- There were concerns with local infrastructure if the development was built, especially with GPs, dentists, schools, roads and the loss of the greenbelt land.
- While he understood that housing was needed, he felt that full consideration was not taken with this site, especially with the additional traffic that would go to the M62 junction.
- Historically, he'd worked as a GP and specialised in road traffic accidents for 27 years before retiring.
- At the north end of Warrington Road in Widnes, which is a single-track road, vehicles would often overtake stationary vehicles and vehicles going the 30mph speed limit on blind corners. This was most dangerous by the M62 roundabout.
- Chapel Lane was a narrow country lane with blind corners and a narrow pedestrian crossing. A short-term solution would be the planned slip-road onto Queensberry Way. For this development, the exit

point should go onto the roundabout by Cronton Lane and not Chapel Lane. This should all be done prior to construction.

- Every house will have roughly two commuting cars, and this would increase with children who worked.
- As the Council has a duty of care to its residents, road safety should be the most important factor to mitigate death or serious injury.
- He appealed to the Committee to take on his advice regarding road safety and act accordingly.

The Committee was addressed by Mr O'Connor, the agent for the applicant, who supported the officer's recommendation to approve the application. He added that:

- The site formed a majority of two allocations and was acceptable under the terms of the Council's Delivery Plan. The development was applicable to all the policies as set out in Halton's Development Plan.
- The new development would include a toucan crossing on Queensbury Way, a traffic calming scheme and cycling infrastructure on Chapel Lane, and environmentally sensitive lighting on Sandy Lane.
- New homes were needed in the borough and the planned access proposals were considered to be acceptable.
- A sensitive design was planned for properties backing onto Uptone Lane.
- A slip-road onto Queensbury Way was not required to meet traffic management regulations as determined by Highways England or from planning policy.
- A six by seven-meter spine road was planned from Chapel Lane to the eastern boundary of the site. This would accommodate a bus route in the future.
- 20% of the new homes would be affordable and all will be energy efficient and built sustainably.
- Sandy Lane would become more desirable for pedestrians and cyclists and Chapel Lane would be environmentally compensated for habitat loss.

In response to questions raised by the Committee, officers stated that:

- Knowsley Borough Council would need to determine the access for Chapel Lane. In terms of highway numbers, Halton Borough Council wanted to support safety, and based on the evidence provided, there was no proof that there would be a detrimental impact because of the planned traffic mitigation measures that would alleviate traffic issues.
- Neither Warrington Borough Council nor National Highways raised any road safety issues with the

development.

- In the UK, there were 1.2 cars per household on average so in peak times there would be 4 vehicles leaving the site per minute. This traffic would dilute at every junction.
- Roughly 10% of the traffic leaving the site may reach the Warrington Road which means there would be an increase of one car every two minutes reaching the motorway junction.
- Chapel Lane would see an increase in traffic, but it would not be detrimental and the planned measures that would come with the site would mitigate this.
- No organisation expressed their objection to the development due to traffic concerns.
- Regarding safety, the application was initially made in 2023, so a road safety assessment was done in between 2017-2021 where there was one recorded collision on Chapel Lane and there were no fatalities on the M62 junction as of 2024. There were no clusters of collisions.
- There were two applications for this site, Knowsley Borough Council were yet to determine the application whereas Halton Borough Council were determining the application for the access point in its area.
- The Committee were looking at material considerations and highway officers looked at traffic considerations offsite.
- The trees to the right of Sandy Lane were not part of the site proposals.
- The left side of the site was part of W5 in the application.
- It was confirmed that another application would come forward regarding the site as it was currently in the outlying stage.
- If the application was refused based on highway safety, it was stated that an appeal would look at the evidence presented from a safety point of view. The evidence available was in favour of the officer's recommendation.
- It was unknown when Knowsley Borough Council would discuss this item but if they refused it and the applicant lost the appeal then the development could not go ahead.

Further to the publication of the AB Update List, it was noted that the Council's Highway Engineer had made several points of clarification to the published report – as listed in the AB Update List.

[Following three warnings to the public attendees regarding their disruption of the meeting, the Meeting was suspended at 19:12 and reconvened at 19:20].

In response to additional questions raised by Members, officers stated that:

- Statistics provide scenarios not certainties, but the overriding NPPF principle of safe and suitable access to the site for all users is met with mitigation offered.
- Mitigation offered includes measures for influencing control of speed as well as improvements to sustainable modes of travel and travel environment.

The Committee noted that a rejection was not strong enough if it was because of 'highway-related' reasons, especially if evidence suggested no significant congestion/capacity issues resultant from the proposal, or mitigation where an impact was noted. If Knowsley Borough Council determined that it was detrimental then the Committee could look at this again when the application returned at a later date.

Officers noted that appropriate access needed to be given for the site and the development could not go ahead if this was not proven.

After careful consideration of the application, updates and comments made by the speakers, the proposal was moved and seconded and the Committee voted to approve the Application.

RESOLVED:

That the application be approved, subject to the following conditions:

S106 agreement relating to off-site highway works, Open Space, Affordable Housing, habitat loss compensation and Green Belt compensation.

a) Schedule of the following conditions:

- Standard Outline Condition
- Condition specifying approved plans
- Levels
- External Materials & surface materials
- Boundary treatment details
- Site investigation, remediation and mitigation
- Any unidentified contamination
- Affordable housing plan
- Tree protection and Arb Method Statement
- Woodland Management Plan for minimum 30 years

- Site Waste Management Plan
 - Site Bin storage, servicing plan and tracking
 - Details of noise mitigation measures
 - Hours of construction
 - Recreational Pressure Home leaflet
 - Ecology lighting scheme for bats
 - Bird and Bat boxes
 - Breeding birds
 - CEMP/agreement of ecological enhancement features
 - Drainage Strategy
 - Drainage Verification
 - Pedestrian and cycle links
 - Scheme of speed calming measures
 - Cycle parking
 - Vehicle access and parking constructed prior to commencement of use
 - Details and implementation of measures for low carbon and renewable energy proposals
- b) If the S106 agreement is not signed within a reasonable period of time, authority given to refuse this planning application.

DEV9 MISCELLANEOUS ITEMS

The following applications had been received / were in progress:

24/00463/PRIOR

The Secretary of State had called in the planning application for the Heath Business and Technical Park, Runcorn. This will be considered at a Public Inquiry.

The following appeal had been determined:

25/00001/NONDET

Application to determine if prior approval is required for a proposed change of use of a building falling under Use Class E into a mixed use, Class E at ground floor and 2 flats (2 x 6 bed) Class C3 at first floor. **(ALLOWED)**

Meeting ended at 7:30p.m.

APPLICATION NO:	25/00107/OUT
PROPOSAL:	Outline planning application for up to 94 dwellings with all matters reserved except for access at Land At Hilltop Farm Windmill Lane Preston On The Hill WA4 4AZ
WARD:	Norton South & Preston Brook
PARISH:	Preston Brook
APPLICANT:	Messrs M And S Rutter
AGENT:	Emery Planning
DEVELOPMENT PLAN: Halton Delivery and Allocations Local Plan (2022) Joint Merseyside and Halton Waste Local Plan (2013)	ALLOCATIONS: Residential Allocation P1 Visitor Attractions
DEPARTURE:	No
REPRESENTATIONS:	34 Objections
KEY ISSUES:	Principle of development, highways, drainage, ecology, developer contributions, residential amenity, affordable housing, contaminated land, open space provision, noise, design
RECOMMENDATION:	Approve subject to condition and legal agreement.

SITE MAP**1. APPLICATION SITE**

1.1 The Site

The site subject of the application comprises 3.31Ha of land most recently in use as an electric motorcross facility. The site is currently vacant

The application site forms Residential Allocation P1 within Policy RD1 as defined within the Halton Delivery and Allocations Local Plan policies map.

The site is located east of the A56 Chester Road, access is gained to the south off Hill Top Road and it is proposed to form an access to the east off Windmill Lane, between Hill Top Farm and Hill Top Cottage

The site is significantly higher at the eastern boundary on Windmill Lane than the western boundary at Chester Road.

Planning History

10/00109/COU- (PER) -Proposed change of use of agricultural land to create an electric bike trail, conversion/redevelopment of existing buildings (to form reception/cafe, bike prep station, secure storage/workshop, toilet facilities and office) together with car parking, new vehicular/pedestrian access and ancillary development at

17/00018/FUL- (PER) -Proposed demolition of existing barns and erection of replacement building to provide workshop, storage and office space at

25/00107/OUT- (PCO) -Outline planning application for up to 94 dwellings with all matters reserved except for access at

2. THE APPLICATION

2.1 The Proposal

Permission is sought for the erection of up to 94 dwellings, served by two separate accesses, one off Hill Top Lane and one off Windmill Lane. The application is made in outline form with access details submitted for approval and all other matters (scale, layout, appearance, landscaping) reserved for subsequent assessment.

A pedestrian and cycle link would be provided between the site and onto the A56 Chester Road to provide improved pedestrian and cyclist links to the nearby canal.

2.2 Documentation

The application is supported by the following documentation:

Planning Application Forms

Planning Statement

Location Plan

Indicative Layout showing proposed access points and cycle/pedestrian link

Indicative Masterplan

Add list can be forms plans and the following documents desnt have to be too detailed

3. POLICY CONTEXT

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

3.2 Halton Delivery and Allocations Local Plan (2022)

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

CSR1 - Halton's Spatial Strategy

CSR12 - Housing Mix and Specialist

CS(R)3 Housing Supply and Locational Priorities;

CS(R)7 Infrastructure Provision;

CS(R)12 Housing Mix and Specialist Housing;

CSR13 - Affordable Homes

CSR21 - Green Infrastructure

HC10 Education

RD1 - Residential Development Allocation

RD4 - Greenspace Provision for

RD5 - Primarily Residential Areas

C1 - Transport Network and Accessibility

C2 – Parking Standards

HE1 - Natural Environment

HE4 - Greenspace and Green Infrastructure

HE5 - Trees and Landscaping

HE8 Land Contamination;

HE9 Water Management and Flood Risk;

GR1 - Design of Development

GR2 - Amenity

GR3 - Boundary Fences and Walls

GR5 Renewable and Low Carbon Energy;

3.3 Supplementary Planning Documents (SPD)

Design of Residential Development SPD

Designing for Community Safety (2005)

Draft Open Spaces Supplementary Planning Document (2007)

3.4 Joint Merseyside and Halton Waste Local Plan (2013)

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

WM8 Waste Prevention and Resource Management;

WM9 Sustainable Waste Management Design and Layout for New Development.

4. MATERIAL CONSIDERATIONS

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

4.2 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was updated in December 2024 to set out the Government's planning policies for England and how these should be applied.

4.3 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.

4.4 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.

5. CONSULTATIONS

The application has been advertised via the following methods: A press advert in the Widnes and Runcorn Weekly News on 20th March 2025, site notices posted near to the site on 13th March 2025 and on the Council's website. Neighbour consultation letters were sent to 116 neighbouring properties on 13th March and 1st October 2025.

34 letters of objection were received as a result of this publicity.

The objections relate to:

- Position of cycle route
- Overlooking and loss of privacy
- Unsafe access arrangements
- Increase in traffic
- Flooding
- BNG

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

Bridgewater Canal Trust

No comments received

Environment Agency

No comments received

Highways

Following receipt of amended plans, no objections subject to conditions.

The difference in topography of the site would dictate development of two separate parcels of land. Each of the proposed accesses would utilise existing infrastructure which is sustainable and accessible.

The sustainable link to the south is necessary and is considered acceptable.

The proposal would not present a severe detrimental impact on the immediate or local network in terms of traffic generation.

LLFA

The submitted flood risk assessment is acceptable however further information is required in relation to the drainage strategy of the site to ensure that there would be no increase in flood risk following development of the site. The LLFA is satisfied that this can be dealt with by condition.

Environmental Protection

A scheme of acoustic mitigation would be required to ensure that the development would not be subject to unacceptable noise levels.

As the application is made in outline form, this would be dealt with by a condition with details required to be submitted as part of a future Reserved Matters application.

No objections subject to conditions relating to acoustic mitigation, hours of construction, and a dust and air quality assessment being submitted.

Contaminated Land Officer

The application has been accompanied by a Phase II investigation and a ground gas addendum.

No objections subject to conditions relating to remediation and validation methodology and a verification report on completion of the works.

Open Spaces

There are a number of TPOs adjacent the site, these trees must be protected by development works. No objections subject to conditions relating to tree protection and protection of small mammals during construction.

Open Spaces Design and Development

The landscaping banks shown on the indicative masterplan are of concern in terms of maintenance and security issues and should be removed from the development.

A Landscape and Ecological Management Plan will be required to be submitted, this can be dealt with by condition.

As the application is in outline form with only Access details submitted for approval, it is not deemed necessary to require a revised layout as the masterplan will not form an approved plan and is indicative only.

MEAS

The BNG information submitted demonstrates a net loss, as such, off site mitigation must be achieved and the standard mandatory condition can be imposed.

A Habitat Management and Monitoring plan is required, however this can be dealt with by condition.

Cheshire Police

The site will be bounded by trees and hedges which helps limit routes an offender could take. Permeability is not excessive.

Comments were made relating to the development being designed to offer natural surveillance and it would be fully assessed upon submission of a future Reserved Matters application.

Preston Brook Parish Council

No comments received

United Utilities

No objections subject to conditions relating to separate foul and surface water systems.

6. REPRESENTATIONS

6.1 Consultation letters were sent to 116 neighbouring properties, 2 site notices were posted and the development was advertised in the local press. 34 letters of objection were received as a result of this publicity.

The objections relate to:

- Position of cycle route
- Overlooking and loss of privacy
- Unsafe access arrangements
- Increase in traffic
- Flooding
- BNG

7. ASSESSMENT

7.1 Principle of Development

The application site is designated as a Residential Allocation on the Halton Delivery and Allocations Local Plan Policies Map.

Policy CS(R)3 of the Delivery and Allocations Local Plan states that during the plan period (up to the year 2037) provision will be made for the development of at least 8,050 (net) additional dwellings at an average of 350 dwellings (net) each year. The total of 8,050 new homes will be delivered from a variety of sources, one being via Housing Allocations (identified in Policy RD1) as identified on the Policies Map.

The application site consists of the residential allocation P1. The principle of residential development in this location is therefore policy compliant and acceptable in accordance with Policy CS(R)3 of the Delivery and Allocations Local Plan.

Policy RD1 of the Delivery and Allocations Local Plan lists the Residential Allocations and the Strategic Housing Locations, and states that these allocations will assist in the delivery of the above requirements set out in Policy CS(R)3. The application site sits within the area referenced as W4 in the list of allocations.

Where a site does not have a current planning permission, an indicative capacity has been provided within Policy RD1 based on assessment of a suitable density that takes into consideration the location and context of the site and any other uses that are proposed on the site. The NPPF states that local authorities should set their own approach to housing density to reflect local circumstances. Halton considered that the seeking of 30 dwellings per hectare as a minimum will aid in the efficient use of land, whilst promoting increased density around town, district or local centres or transport interchanges will help to promote redevelopment.

The site allocated as P1 covers approximately 4.89 Ha and has a notional capacity of 117 units/dwellings. The current application relates to 3.31Ha and proposes outline provision of up to 94 dwellings on the site, the Council's Highways Engineers are satisfied that the access can accommodate the development, it is considered that the principle of the proposed development therefore accords with Policy RD1 of the Delivery and Allocations Local Plan.

In line with the DALP, the site was considered capable of providing a density of 23.9 dwellings per hectare, which is below the minimum 30 dwellings per hectare set out in Policy CS(R)3, however given the site context and topography it was considered the site would be unable to offer the 30 dwellings per hectare. The indicative masterplan includes the provision of 1 bedroom dwellings which demonstrate that the site can offer a density of 28.4 dwellings per hectare would be considered acceptable in this instance, given that it is an increase in the notional number indicated in the DALP and closer to the minimum 30 dwellings per hectare that the DALP seeks to achieve.

Based on the above, it is considered that the principle of residential development in this location is acceptable in line with Policies CS(R)3 and RD1 of the Delivery and Allocations Local Plan, subject to acceptable details assessed against policies contained within the development plan and material planning considerations.

7.2 Housing Mix

Policy CS(R)3 of the Halton Delivery and Allocations Local Plan states that on sites of 10 or more dwellings, the mix of new property types delivered should contribute to addressing identified needs as quantified in the most up to date Strategic Housing Market Assessment, unless precluded by site specific constraints, economic viability or prevailing neighbourhood characteristics. Policy CS(R)12 echoes this housing mix requirement.

The Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016 set out the demographic need for different sizes of homes, identifying that the majority of market homes need to provide two or three bedrooms, with more than 50% of homes being three bedroomed. However, it is recognised that a range of factors including affordability pressures and market signals will continue to play an important role in the market demand for different sizes of homes.

The SHMA assessment also identified that, relative to England and Wales, there is a below average representation of homes with four or more bedrooms within the Housing Market Area (HMA). Considering this shortfall, there is a need for 4+ bedroom houses within Halton to serve identified forecasted needs.

The housing type profile in Halton currently differs from the national pattern with higher proportions of medium/large terraced houses and bungalows than the average for England and Wales. Consequently there is an under provision of other dwelling types, namely detached homes and also to a certain extent, flatted homes.

The Liverpool City Region SHELMA (Strategic Housing and Employment Land Market Assessment) shows an above average representation of detached and semi-detached sales however does not breakdown for bedroom requirements. In Halton this is due to a particularly high proportion of new build sales that upwardly skew the figures for detached and semi-detached sales.

Alongside delivering the right quantity of new homes, it is equally important that the right type of housing is provided to meet the needs of Halton's existing population, address imbalances in the existing housing stock and ensure the homes provided can adapt to changing demographics.

The current application is made in Outline only with all matters other than access reserved for a subsequent application, however it is anticipated that the developer will offer a suitable mix of house types.

Policy CS(R)12 of the Delivery and Allocations Local Plan states "the mix of new property types delivered are encouraged to contribute to addressing identified needs

as quantified in the most up to date SHMA". The purpose of this policy is to guide future housing mix within the borough and not intended to be imposed rigidly to fit the identified need.

7.3 Affordable Housing

Policy CS(R)13 of the Halton Delivery and Allocations Local Plan states that all residential schemes including 10 or more dwellings (net gain), or 0.5ha or more in size, with the exception of brownfield sites are to provide affordable housing at the following rates:

- a. Strategic Housing Sites: Those identified on the Policies Map as Strategic Housing Locations, are required to deliver a 20% affordable housing requirement.
- b. Greenfield Development: Will be required to deliver 25% affordable housing requirement.

The application site is allocated as a residential allocation on the DALP policies map (not a strategic housing site), and comprises a mix of greenfield and previously developed land.

Paragraph 2 of CS(R)13 sets out the Councils ambition for affordable housing delivery, at 74% social rent and 26% intermediary. Notwithstanding this detail, the Government published updated national guidance on the delivery of First Homes since the DALP examination in public.

The applicant proposes to provide 20% Affordable Housing, to be detailed within a legal agreement which will include the 74% affordable rent and 26% intermediary tenure split in order to comply with Policy CS(R)13

6.4 Residential Site Layout and Residential Amenity

The layout on the indicative masterplan generally follows good urban design principles. The proposed layout is considered to provide active frontages which is assisted through the use of dual aspect properties on corner plots. Although the landscaping between dwellings would not be considered appropriate, given the masterplan is indicative only, full consideration will be given to the design and layout of the site at Reserved Matters stage.

The proposed development will be expected to comply with the separation distances set out within the Design of New Residential Development Supplementary Planning Document which sets out the following interfacing distance standards:

- Where a principal window directly faces a principal window of another neighbouring property, a minimum distance of 21 metres must be maintained.
- Where principal windows directly face a blank elevation, a minimum distance of 13 metres must be maintained.

With regard to private outdoor space, the Design of Residential Development Supplementary Planning Document states that in calculating the required size of usable private outdoor space for houses the following minimum standards should be used as a guide:

- Houses having 1-2 bedrooms shall have a minimum private outdoor space of 50sqm per unit;
- Houses having 3 bedrooms shall have a minimum private outdoor space of 70sqm per unit;
- Houses having 4 or more bedrooms shall have a minimum private outdoor space of 90sqm per unit.

It is expected that the Reserved Matters scheme will be designed to accord with this standard and would ensure that each property has a usable private outdoor space.

With regard to the amenity of the occupiers of the proposed development, it is considered that the proposals would provide for an appropriate form of development that would not impact unduly on existing residents and that sufficient regard has been had for the amenity of future occupiers.

Given the site topography, a condition requiring submission of site and finished floor levels will be imposed to ensure the development is of an appropriate character and does not compromise residential amenity.

On this basis, the proposal is considered to be acceptable and compliant with policies CS(R)18, C2, GR1, GR2 and GR3 of the Halton Delivery and Allocations Local Plan.

7.5 Appearance

Appearance will be dealt with at Reserved Matters stage, however it is expected that proposed dwellings would be of an appropriate appearance with variety in materials included on the elevations to add interest to the overall external appearance of the scheme.

The Reserved Matters application will be expected to be of a design to respect the character of surrounding properties in order to comply with Policies CS(R)18 and GR1 of the Halton Delivery and Allocations Local Plan.

7.6 Open Space, Green Space and Green Infrastructure

Policy CS(R)21 of the Halton Delivery and Allocations Local Plan highlights that Halton's green infrastructure network will be protected, enhanced and expanded, where appropriate, and sets out how the delivery and maintenance of green infrastructure will be achieved. The policy states this will be achieved by ensuring that new development maximises opportunities to make provision for high quality

and multifunctional green infrastructure taking account of deficiencies and the standards for green space provision.

Policies RD4, HE4 and HE5 of the Halton DALP set out the Council's expectations for the provision of open space and green infrastructure in new developments. Policy RD4 underlines the importance at para 9.18 of the DALP where it states:

The provision of greenspace underpins people's quality of life. The Council views such provision as being important to individual health and wellbeing, and to the promotion of sustainable communities.

Paragraph 9.23 of the DALP goes on to say:

The provision of attractive and functional open space has an important role to play in ensuring a satisfactory housing estate design. It is vital that it should be considered as an integral element of the overall residential layout. The type, location and amount of areas of open space must be one of the starting points in drawing up the design of a new development.

Policy RD4 'Greenspace provision for residential development', states; all residential development of 10 or more dwellings that create or exacerbate a projected quantitative shortfall of greenspace or are not served by existing accessible greenspace will be expected to make appropriate provision for the needs arising from the development, having regard to the standards detailed in table RD4.1 The Halton Open Space Study 2020 (OSS) forms the evidence base for this policy.

Policy RD4 seeks to ensure that new housing development does not create or exacerbate shortages of five different types of open space. Demand arising from new development is assessed by calculating potential population on site and applying a quantitative standard per person (m²/person) and considering the quantity and proximity of existing supply within the area.

The application is made in outline form, as such, provision of open space will be dealt with under a legal agreement to ensure sufficient provision either on site or off site through the payment of a commuted sum for off-site provision.

On this basis the proposals are considered acceptable in this regard and in compliance with Policies CS(R)21, RD4, HE4 and HE5 of the Halton Delivery and Allocations Local Plan.

6.8 Trees, Ecology and Biodiversity

Policy HE5 of the Halton Delivery and Allocations Local Plan states that woodlands, trees and hedgerows are an important visual and ecological asset as they provide a significant contribution to areas distinctiveness as well as playing an important role in mitigating and addressing climate change.

The application is accompanied by a tree survey and ecological assessment. There are a number of protected trees adjacent the site and protection measures will be required to be secured by condition prior to any development taking place.

The Council's Open Spaces and trees Officer are satisfied that the development can be carried out without significant loss of trees and habitat and recommend conditions to ensure no significant harm is caused.

Comments are awaited from the Council's ecology adviser on the recent updated submission. Members will be updated.

7.8 Highway Considerations

There are considerable topographical constraints i.e. level differences. This has effectively dictated development of two separate parcels of land.

Each parcel offers an all mode access about a priority junction with existing infrastructure; both are considered satisfactorily sustainable and accessible.

The southern parcel offers an additional sustainable link, which is considered necessary (see off-site works condition) albeit erroneously titled 'potential' in the submission drawing SCP/220857/D01 Rev E, titled Visibility Splays and Potential Active Travel Link,

The two parcels are illustrated to be linked, though above mentioned topography constraints preclude this from meeting inclusivity standards throughout, this is satisfactory..

Whilst the application is Outline with all matters reserved, expect for access, considerable work has been undertaken to offer a site layout and internal highway arrangement that meets acceptability in terms of gradients etc.

The traffic generation is not considered to present a severe detrimental impact on the immediate, or local network. Further, the application is for 94No houses against a notional capacity of 117 for the allocated site.

Highways raise no objections, subject to conditions.

Offsite highways works are required comprising:

- Onward connection of the sustainable -3m shared pedestrian cycle path – link (between the development's spine road and the A56 about the rear of the Chapel House Option B3 Internal Active Travel Link Dwg SEA358-XX-BET-XX-XX-XX-C-

B3 Rev A) to the junction with Hill Top Road. This should be 3m in width, wherever possible, to provide continuance of the pedestrian cycle shared path.

- Crossing and receptors across the junction of Hill Top Road to provide continuance of the above mentioned provision towards Preston on the Hill, with transition feature for bikes to (re)join carriageway (southwards), as mentioned in the Road Safety Audit, and in accordance to LTN 1/20 and local standards.
- A suitable (signal) controlled crossing, across the A56, location and detail to be decided by analysis, review and agreement with HBC Highways. This might require additional footway width; to safely and comfortably accommodate those waiting to cross without obstruction to those traveling past.

The position/type of the crossing will likely require repositioning of the speed limit extent, and associated signage and TRO, at the applicant's expense.

- Suitable crossing points/receptors for pedestrians about the Windmill Lane access to facilitate all movement directions.
- Signing and lining, if applicable, associated with any of the above, as well as TRO amendments.

The Council's Highway Officer has requested that a condition be attached securing the submission of a Construction Management Plan (CMP) to address construction phase impacts of the scheme. The National Planning Policy Framework makes clear that planning conditions should be kept to a minimum and only used where they satisfy 6 tests. Planning Practice Guidance also makes clear that conditions requiring compliance with other regulatory regimes will not meet the test of necessity and may not be relevant to planning. It is considered that likely construction phase impacts are largely covered by other legislation. Experience has demonstrated that this requirement also raises unrealistic expectations about the enforceability of such conditions. This is considered an issue for the developer to manage, and it is considered reasonable to deal with this by way of an informative relating to the Considerate Contractors Scheme.

7.9 Flood Risk and Drainage

- The site is described as 3.310ha and is considered to be a Greenfield site.
- The proposed development is classified as more vulnerable to flood risk as is defined within Planning Practice Guidance.
- A Flood Risk Assessment and Drainage Schematic Drawing have been prepared in support of the application.

The LLFAs comments on the Flood Risk Assessment are:

- Fluvial / tidal flood risk
 - o The nearest watercourse to the site is Keckwick Brook which is located approximately 300m southwest of the site.
 - o The Mersey Estuary is the closest tidal source and is located 7km west of the site.
 - o The entire site is located within Flood Zone 1.
 - o The proposed residential development is appropriate for Flood Zone 1.
 - o The LLFA are satisfied with this assessment.
- Surface water flood risk
 - o This assessment indicates that the development site is entirely at very low risk of surface water flooding based on the EA surface water flood risk map extract.
 - o An assessment of levels has determined that there is no risk of overland flows entering the site from the residential properties to the east, with the site generally falling steeply to the west.
 - o The site is on a steep slope and any overland flows from the proposed development must be carefully controlled to avoid increasing flood risk on or off site.
 - o The LLFA would require exceedance flow plans showing how overland flow routes are managed on site.
 - o The LLFA is satisfied with this assessment.
- Groundwater
 - o Groundwater flooding is not considered to be a major risk according to the HBC SFRA.
 - o It is proposed that FFLs are elevated above external levels.
 - o The LLFA is satisfied that the proposals with regards to groundwater flooding.
- Flooding from artificial sources.
 - o The LLFA is satisfied that due to the topography of the site the risk from artificial sources such as sewers, canals and reservoirs would be low for the site.

Drainage Strategy

- Discharge location
 - o The site comprises a Greenfield land classification.

- o It is noted on the GA drawing that infiltration has been discounted at this stage although no reasoning has been provided. Falling head tests undertaken as part of the GI have suggested some potential for infiltration so soakaway testing to BRE365 will be required to fully discount infiltration as an option.

- o It is proposed that surface water runoff discharges into the Bridgewater Canal 50m west of the site via an existing outfall pipe.

- o If infiltration is confirmed as not viable then the LLFA approve of this approach to surface water discharge however proof of an agreement to discharge into the Bridgewater Canal with the owners Peel is required.

- Assessment of SuDS

- o During the pre-application stage work was undertaken by the applicant to show the potential for surface-based SuDS systems on site. It was confirmed that due to the steep topography of the site providing a large surface-based SuDS system such as a pond is not viable.

- o Evidence of this work identifying and discounting SuDS on the site should be included within an updated drainage strategy.

- o The current proposal shows that attenuation is provided in a combination of geocellular storage and oversized pipework.

- o Based on the work undertaken at the pre-app stage the LLFA find this approach acceptable.

- Runoff Rates

- o It is proposed that the discharge rate is limited to the greenfield runoff rate, calculated as 12.7l/s.

- o It is noted that the calculated greenfield runoff rate is based on the entire site area and not just the contributing impermeable area of the site. The LLFA would require the greenfield runoff rate to be adjusted based on the impermeable area.

- o If infiltration is confirmed as not viable on site, then the LLFA agree with the proposal to discharge at the greenfield runoff rate but would require this to be recalculated as outlined above.

- Drainage Performance

- o The FRA suggests that 1213m³ – 1625m³ of attenuation is required for the 1 in 100 year +45% rainfall event.

- o However, no MicroDrainage calculations have been provided to confirm there is no flooding from the drainage system for the 1 in 100 year +45% for climate change return period.

- o The LLFA finds the 45% allowance for climate change acceptable but require hydraulic modelling calculations to confirm the performance of the drainage system.
- o Flood exceedance and overland flow routes have been considered in the FRA however no drawings have been provided showing the proposed routes.
- Maintenance and management
- o There is no mention in the FRA or on the drainage drawing indicating who will be responsible for the future ownership/management of the proposed drainage system or any maintenance strategies.

In summary, the LLFA agrees with the assessment of existing flood risk to the site, however further information will be required to confirm there is no increase in flood risk from the development of the site. In addition, the applicant has not provided a drainage strategy which will be required by condition.

Based on the above, the proposal is considered able to demonstrate compliance with Policies CS23 and HE9 of the Delivery and Allocations Local Plan and can ensure that the site is adequately drained.

7.10 Ground Contamination

The application was accompanied by a site investigation report, which has been assessed by the Council's Contaminated Land Officer. The Contamination Officer is satisfied that the development can be carried out subject to a further site investigation and a watching brief condition being imposed.

Based on the above, the proposal is considered able to demonstrate compliance with Policies CS23 and HE8 of the Delivery and Allocations Local Plan and can ensure that any ground contamination is dealt with appropriately.

7.11 Noise

The application is supported by an acoustic report. The Council's Environment Health Officer recommended conditions to ensure that the new dwellings have suitable noise mitigation measures, details of which will be required under the subsequent Reserved Matters application.

A condition is also required relating to construction timings, and dust during construction. The proposed development can demonstrate compliance with Policies CS23, HE7 and GR2 of the Halton Delivery and Allocations Local Plan.

6.12 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 based on the development size, the developer would be required to produce a Site Waste Management Plan to deal with waste during the construction period. The submission of a Waste Audit/Site Waste Management Plan should be secured by condition.

Information relating to household waste storage and access for refuse collection vehicles has not been provided, details of this can be secured by condition or under a future Reserved Matters application.

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.

7.14 Sustainable Development and Climate Change

Policy CS(R)19 of the Halton Delivery and Allocations Local Plan states that all new development should be sustainable and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide emissions and adapting to climate conditions. The policy sets out a number of principles to be used as a guide for future development.

Policy GR5 of the Halton Delivery and Allocations Local Plan states that the incorporation of renewable and low carbon energy into developments will be encouraged, particularly as part of major schemes.

Electric vehicle charging points and inclusion of low carbon and renewable energy proposals can be secured by a suitably worded planning condition or detailed within a subsequent Reserved Matters application

As such, the proposal is considered to accord with Policies CS(R)19 and GR5 of the Halton Delivery and Allocations Local Plan.

8 PUBLIC OPEN SPACE, AFFORDABLE HOUSING AND GREEN BELT COMPENSATION

The DALP, in accordance with NPPF 2021 requires that developments on land released from the Green Belt:

“Provides new, or improvements to existing, green spaces that are accessible to the public. New residents should be able to access good quality green spaces within a short walk of their home, whether through onsite provision or through access to offsite spaces.”

The NPPF has since had several updates and the latest 2024 NPPF states that developments on land released from the Green Belt:

“Provides new, or improvements to existing, green spaces that are accessible to the public. New residents should be able to access good quality green spaces within a

short walk of their home, whether through onsite provision or through access to offsite spaces.”

The updated NPPF is therefore the most recent Policy which developments should be assessed against. In this case, the proposed development would provide a new pedestrian/cycle path which would directly link the proposed development to adjoining green space, including the adjacent canal network. This element of the proposal will form part of the approved plans and will be conditioned to ensure its implementation.

As the application is made in Outline format, provision of Public Open Space would be secured by a legal agreement, in which it would set out financial contributions for off-site Public Open Space where it cannot be provided on-site. Full details would be considered under a future Reserved Matters application.

The proposed development would fully comply with the requirements for provision of Green Belt compensation, Public Open Space and Affordable Housing provision on site.

9. CONCLUSIONS

The proposed development would provide residential development on an allocated housing site in a sustainable location, contributing to housing need in the Borough.

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.

9. RECOMMENDATIONS

The application is to be approved subject to the following:

- a) S106 agreement relating to off-site highway works, Open Space, Affordable Housing, habitat loss compensation and Green Belt compensation.
- b) Schedule of conditions set out below
- c) That if the S106 agreement is not signed within a reasonable period of time, authority given to refuse this planning application.

9. CONDITIONS

- 1. Standard Outline Condition
- 2. Condition specifying approved plans
- 3. Levels

4. External Materials & surface materials
5. Boundary treatment details
6. Site investigation, remediation and mitigation
7. Any unidentified contamination
8. Affordable housing plan
9. Tree protection and Arb Method Statement
10. Woodland Management Plan for minimum 30 years
11. Site Waste Management Plan
12. Site Bin storage, servicing plan and tracking
13. Details of noise mitigation measures
14. Hours of construction
15. Finished Floor Levels
16. Breeding birds
17. Drainage Strategy
18. Drainage Verification
19. Pedestrian and cycle links
23. scheme of offsite highway works

11.BACKGROUND PAPERS

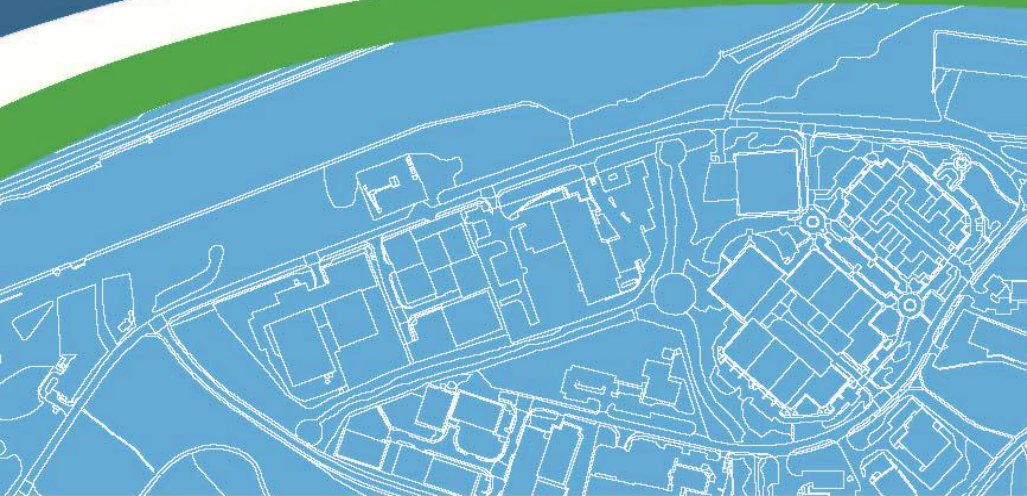
The submitted planning applications are background papers to the report. Other background papers specifically mentioned and listed within the report are open to inspection by contacting dev.control@halton.gov.uk

12.SUSTAINABILITY STATEMENT

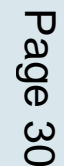
As required by:

- The National Planning Policy Framework (2024);
- 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



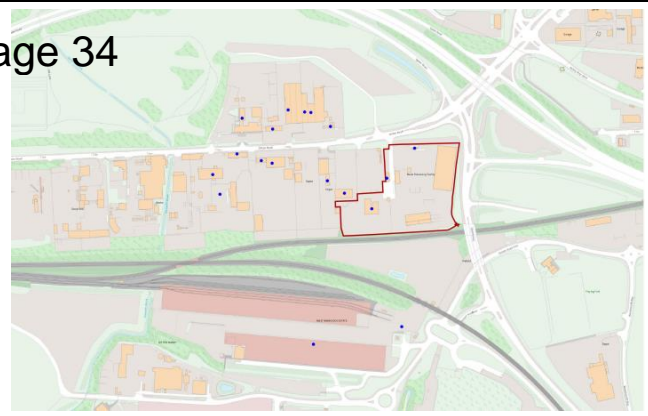








APPLICATION NO:	25/00262/FUL
LOCATION:	Widnes Skip And Reclaim, Ditton Road, Widnes
PROPOSAL:	Proposed demolition of existing workshop, lean to shed and picking line enclosure, and the erection of 2 no buildings to provide for the storage, sorting and processing of waste materials together with a new welfare block, weighbridge office and ancillary infrastructure including water tanks, weighbridges, revised vehicle parking, drainage improvements and odour control plant & equipment and stack
WARD:	Central and West Bank
PARISH:	None
APPLICANT:	Associated Waste Management Limited
AGENT:	AA Environmental Limited
DEVELOPMENT PLAN: Halton Delivery and Allocations Local Plan (2022) Joint Merseyside and Halton Waste Local Plan (2013)	ALLOCATIONS: Primarily Employment ED2,ED3 Recreational Impact HRA Interim Mitigation Area CS(R)1, CS(R)20, HE1 WM7 Protecting Existing Waste Management Capacity WM8 Waste Prevention and Resource Management WM10 High Quality Design and Operation WM11 Sustainable Waste Transport WM12 Criteria for Waste Management Development
DEPARTURE	No
REPRESENTATIONS:	None
KEY ISSUES:	Principle of development, EIA conformity, regeneration and employment; waste policy; noise, dust, odour and other amenity issues; drainage; contaminated land and highway and traffic issues.
RECOMMENDATION:	Approval subject to conditions.



1. APPLICATION SITE

1.1 The Site

The application site will be familiar to members as an existing waste transfer station, located on the corner of Ditton Road and Queensway. It is accessed directly from Ditton Road and is located in an industrial and commercial area in the west of Widnes. The land to the south and west are well developed industrial areas. The land to the north has previously been granted planning permission for a lorry park and service area together with a hotel proposed in the north eastern area of this site. The predominant use in this area is industry. The nearest residential and sensitive land use to the site is the residential development, some 400 m to the north.

1.2 Planning History

Planning History The site has an extensive planning history with the more recent relevant applications being as follows:

00/00422/WST- (Permitted 28/11/2000) - Proposed erection of waste transfer building, office building and use of site as waste recycling centre
04/01072/COU- (Permitted 19/04/2005) -Retrospective application for continuation of use of land as waste recycling and transfer centre, erection of three storey office building, retention of waste reception and workshop buildings, car parking and landscaping

07/00845/ADV- (Permitted 28/12/2007) -Proposal for non-illuminated free standing pole mounted sign

11/00119/S73- (Permitted 19/07/2011) -Application to vary/remove conditions 9 &13 of planning permission 04/01072/COU to allow 24hour receipt, sorting and processing of waste and boundary noise limits

11/00386/FUL (Permitted 13/01/2012) Proposed installation of additional enclosed conveyors and sorting system

12/00387/FUL- (Permitted 27/02/2013) -Proposed construction of a new waste transfer station and materials recovery facility. Re-cladding of existing material recovery facility and transfer building. Use of area to

south west of site for the storage of waste in open bays. Associated plant and infrastructure including two new weighbridges and re-alignment of existing internal roads. Annual throughput of 200,000 tonnes

16/00124/FULEIA- (Permitted 01/07/2016) -Proposed amendments to existing Waste Transfer Station approved by permission 12/00387/FUL encompassing; the increase of tonnage accepted from 200,000tpa (tonnes per annum) to 300,000tpa; proposed construction of an inert crusher line in the South-West corner of the site, retrospective relocation of weighbridge in the North of the site, construction of a new weighbridge office and changes to external storage areas; and retrospective changes to the site boundary and associated change of use

16/00237/ADV- (Permitted 20/07/2016) -Proposed display of 1 no. non-illuminated fascia sign

18/00567/FULEIA- (Permitted 23/05/2019) -Proposed demolition of existing workshop, lean-to shed and picking line enclosure, and the erection of 2 no. buildings to provide for the storage and sorting of waste together with external storage bays and ancillary infrastructure including substation, water tanks and weighbridge to provide operational improvements, environmental control and an increase in waste accepted from an existing 300,000 tonnes to 450,000 tonnes per annum

21/00448/S73 – (Permitted 18/11/2021) - Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 2 of permission 18/00567/FULEIA (Proposed demolition of existing workshop, lean-to shed and picking line enclosure, and the erection of 2 no. buildings to provide for the storage and sorting of waste together with external storage bays and ancillary infrastructure including substation, water tanks and weighbridge to provide operational improvements, environmental control and an increase in waste accepted from an existing 300,000 tonnes to 450,000 tonnes per annum) in order to make amendments to the location of the air management system and subsequent alterations to Drawings 183131/WTS/PL/004, 183131/WTS/PL/005A and 183131/WTS/PL/005B accommodating minor revision to site layout and elevations

22/00163/S73 – (Permitted 13/05/2022) - Application under Section 73 of the Town and Country Planning Act 1990 to vary conditions 7, 8 and 10 of permission 21/00448/S73 (Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 2 of permission

18/00567/FULEIA (Proposed demolition of existing workshop, lean-to shed and picking line enclosure, and the erection of 2 no. buildings to provide for the storage and sorting of waste together with external storage bays and ancillary infrastructure including substation, water tanks and weighbridge to provide operational improvements, environmental control and an increase in waste accepted from an existing 300,000 tonnes to

450,000 tonnes per annum) in order to make amendments to the location of the air management system and subsequent alterations to Drawings

183131/WTS/PL/004, 183131/WTS/PL/005A and 183131/WTS/PL/005B accommodating minor revision to site layout and elevations) in order to amend the phasing of the submissions to discharge pre-commencement conditions to enable the construction of the fence lines to be progressed

22/00135/COND (Approved May 2022) - Application to discharge condition Nos. 4 (construction phasing plan), 9 (boundary treatments) and 12 (SuDS) of planning permission 22/00163/S73

22/00169/COND (Approved January 2023) - Application to discharge Condition Nos. 3 (CEMP), 6 (site waste management plan) and 11 (site levels and finished floor levels) of planning permission 22/00163/S73

2. THE APPLICATION

2.1 The Proposal and Background

In 2017, WSR Recycling Ltd was acquired by Beauparc Group, an international waste management company, and is now trading as AWM Ltd. This application follows a series of planning applications (in particular, reference 18/00567/FULEIA, 21/00448/S73 & 22/00163/S73) which provided for an increase in throughput as well as various improvements to built infrastructure on the site.

The Applicant provides waste processing services in Halton and the wider Merseyside and North Cheshire areas. Operations at the facility primarily involve the processing of mixed wastes to separate recyclable materials. The facility receives and treats household, commercial and industrial waste streams for processing. The residual waste that cannot be recovered is sent to landfill whilst recyclable materials are sent for further processing and/or treatment.

The application proposes redevelopment at the site to implement the following main elements – the principle of development for which has been, in the most part, previously established through previous planning permissions (albeit these have only been part implemented):

- Demolition of the existing waste storage enclosure (previously termed TFS1) and external storage bays;
- Demolition of the existing workshop and adjacent welfare block, and associated structures;
- Demolition of the existing maintenance building, existing wood storage bay and existing ancillary buildings;

- Demolition/removal of the existing weighbridge arrangements;
- Construction of a new building (MRF2) in place of the previously proposed building (TFS4);
- In the event of fugitive emissions of odour, the construction of an air management/odour control abatement system, including a filter and 20 m high stack.
- MRF2 will be connected to the existing MRF Building (MRF1 – previously referred to as TFS2 in the previous planning approval) with a canopy structure to allow transfer of materials between the buildings;
- Construction of a new welfare block to the south of the existing office building;
- Construction of a new building (MRF3) in place of the previously proposed building TFS1A. This new building would house processing plant for construction and demolition wastes as well as a workshop;
- Construction of a new weighbridge office;
- Construction of new weighbridges and bike shed;
- Construction of new external covered storage bays to the south of the site;
- Installation of water tanks for firefighting and to store rainwater;
- Improved HGV parking in the northern half of the site; and
- Upgraded skip and RORO Storage/Parking (to the west of the site behind MRF3) inclusive of improved access arrangements and landscaping.

The applicant states that the proposed development would not involve any change to the permitted waste types, quantities or the waste activities allowed by the existing Environmental Permit but will improve processing and enable the further processing of residual waste, thereby further reducing the amount of residual waste that is currently sent to landfill

Documentation

The planning application is supported by the relevant planning application form, drawings, planning statement and Environmental Report and Statement of Conformity (ERSoC) with appendices.

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)1 Halton's Spatial Strategy
- Policy CS(R)4 Employment Land Supply
- Policy CS(R)15 Sustainable Transport
- Policy CS(R)18 High Quality Design
- Policy CS(R)19 Sustainable Development and Climate Change
- Policy CS(R)20 Natural and Historic Environment
- Policy CS23 Managing Pollution and Risk
- Policy CS24 Waste
- Policy ED1 Employment Allocations
- Policy ED2 Employment Development
- Policy C1 Transport and Network Accessibility
- Policy C2 Parking Standards
- Policy HE1 Natural Environment and Nature Conservation
- Policy HE4 Greenspace and Green Infrastructure
- Policy HE7 Pollution and Nuisance
- Policy HE8 Land Contamination
- Policy HE9 Water Management and Flood Risk

- Policy GR1 Design of Development
- Policy GR2 Amenity
- Policy 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:

- WM7 Protecting Existing Waste Management Capacity
- WM8 Waste Prevention and Resource Management
- WM10 High Quality Design and Operation
- WM11 Sustainable Waste Transport
- WM12 Criteria for Waste Management Development

MATERIAL CONSIDERATIONS

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

3.3 Supplementary Planning Documents

The following Supplementary Planning Documents are also of relevance:

- Design of New Industrial and Commercial Development SPD
- Planning for Risk SPD

MATERIAL CONSIDERATIONS

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

3.4 National Planning Policy Framework

The National Planning Policy Framework (NPPF) (as amended) was published in 2024 to set out the Government's planning policies for England and how these should be applied.

Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as

meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 8 states that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 9 states that these objectives should be delivered through the preparation and implementation of plans and the application of the policies in the NPPF; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Paragraph 10 states so that sustainable development is pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development.

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

Paragraph 48 states that planning law requires that applications for planning permission 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.

Paragraphs 85-87 states the need for planning policies and decisions to be made to create conditions in which business can invest, expand and adapt. Significant weight to be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It encourages an adaptive approach to support local and inward investment to meet the strategic economic and regenerative requirements of the area.

Paragraph 187 states that planning policies and decisions should contribute to an enhance the natural and local environment, through protecting and enhancing valued landscapes, recognising the value of the countryside, minimising impacts on and providing net gains for biodiversity, and through preventing new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by soil, air, water and noise pollution or land instability.

3.5 National Planning Policy 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 National Planning Policy for Waste

The National Planning Policy for Waste sets ambitious aims to work towards a more sustainable and efficient approach to resource use and management through positive planning in delivering sustainable development and resource efficiency including through the provision of modern infrastructure and by driving waste management up the waste hierarchy and by securing the re-use, recovery or disposal of waste without endangering human health or harming the environment

Relevant Planning Legislation

The primary legislation for decision making is s70(2) of the Town and Country Planning Act 1990 and s38(6) of the Planning and Compulsory Purchase Act 2004.

3.7 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.

3.8 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.

Other relevant material considerations are considered in the assessment section below.

4. CONSULTATIONS AND PUBLICITY SUMMARY.

Neighbour consultation letters were sent to neighbouring properties, site notices were also posted close to the site and a press notice was issued. No letters of representation have been received in response to the consultation undertaken.

4.1 Consultee Responses Summary

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

Consultee	Comments
Highways	No Objection
Environmental Health	No Comments Received
United Utilities	No objection subject to condition relating to drainage design/ SuDS. See Flood Risk and Drainage section of the report.
Contaminated Land	No objection subject to conditions
LLFA	No Comments Received
MEAS	No Objection subject to Conditions
Natural England	No Objection - Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes. The response directs to Natural England's generic advice on other natural environment issues which can be provided to the applicant by way of informative.
HSE	Do not advise against development
Environment Agency	No Objection – Advice to applicant which can be provided to the applicant by way of informative.
Trans Pennine Trail/ Sustrans	Neither organisation objects to this proposal

6. **ASSESSMENT**

S38 (6) of the Planning and Compulsory Purchase Act states that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

The Development Plan comprises the Halton Delivery and Allocations Local Plan (DALP) which was adopted on 2nd March 2022 and the Joint Merseyside and Halton Waste Local Plan which was adopted on 18th July 2013. The appraisal of the proposal against the detailed development management policies of the Development Plan follows later in this report.

6.1 **Principle of Development**

The application site includes the following land allocations as identified on the Delivery and Allocations Local Plan Policies Map:

- Primarily Employment ED2, ED3
- Recreational Impact HRA Interim Mitigation Area CS(R)1, CS(R)20, HE1

Policy ED2 of the Delivery and Allocations Local Plan states that:

1. Within Primarily Employment Areas development, for office, research and development, light industrial, factory or storage and distribution uses will normally be acceptable.
2. 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.

The proposal seeks to amend the approved site layout to reconfigure the buildings not yet constructed under the previous extant planning permissions. This planning application does not propose any changes to the approved throughput, types of waste being processed, processes being applied or the approved transport numbers at the site. The overall aim of the proposal is considered an improvement to the current situation at the site as a result of the modernisation of the built development and re-organisation of the waste operation within the existing and proposed buildings on the site. The applicant has previously installed a 5.2m high profiled sheet cladding screen to the front of the site with Ditton Road (secured by condition of previous planning permission) which substantially screens the operational activity from the main road.

The proposals are not considered to result in additional significant recreational pressure to warrant mitigation. The principle of the development has largely been accepted through the approval of previous planning permissions.

Based on the above assessment, it is considered that, subject to compliance with the Waste Local Plan which is dealt with elsewhere in this report, the principle of the proposed development is acceptable, having regard to policy ED2 of the adopted Halton Delivery and Allocations Local Plan together with the NPPF.

6.2 Joint Waste Local Plan

The site is an existing waste facility and therefore must comply with the relevant Merseyside Joint Waste Local Plan policies, specifically policies WM7, WM8, WM10, WM11 and WM12.

The applicant has submitted an Environment Report and Statement of Conformity to Environment Statement (AA Environmental Ltd Ref: 243287/EA/001 dated April 2025) and a Planning Statement (AA Environmental Ltd Ref: 243287 dated April 2025) along with other documents to support the application.

The Council's retained adviser on waste matters has confirmed as follows:

Policy WM7 protects existing waste management facilities. The proposal does not seek to change volumes or waste types which were approved in an earlier application (18/00567/FULEIA) and subsequently partially implemented. There are no changes to the activities on site or the waste processing capacity but the purpose of the changes to the site are to increase the ability to process residual waste, improve environmental controls to comply with the EA Appropriate Measures and to reduce the amount of residual waste to landfill. These are all positive activities and move waste up the waste hierarchy. The proposal conforms with policy WM7.

The proposal is major development and involves excavation, demolition and construction activities which are likely to generate significant volumes of waste. Policy WM8 of the Merseyside and Halton Waste Joint Local Plan (WLP), the National Planning Policy for Waste (paragraph 8) and Planning Practice Guidance (paragraph 49) apply. These policies require the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste and minimisation of off-site disposal.

In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. a site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.

Policy WM10 relates to environmental performance and sustainable design and reducing amenity impacts. This has been addressed in the Planning Statement, the new building are simple structures and do not fit the typical scope of BREEAM but have been designed to reflect the existing buildings and should significantly improve environmental performance. The proposed development has taken into account its industrial setting and enhancing the landscape and biodiversity where possible. Rainwater harvesting will be undertaken for cleaning and dust suppression purposes, LED energy efficient lighting will be used and there will be rooflights to maximise natural daylight. Although BREEAM excellent

rating has not been achieved, all other aspects of the policy have been met. Few waste applications have achieved BREEAM ratings, therefore, overall it is considered that the proposal complies with policy WM10.

With respect to Policy WM11, the proposal does not alter traffic volumes or movements to and from the site, although will address internal movements within the site. A new bike shed is to be constructed to promote sustainable transports for site workers. Subject to the views of Highways colleagues, this is sufficient to address the requirements of the policy.

The requirements of policy WM12 have been addressed within the Planning Statement supporting information in respect of policy WM12, this addresses the various requirements set out WM 12 Box 1 and covers, waste types, hours of operation, traffic movements, carbon, energy statement (moving from diesel towards more electric based, considering use of solar panels), jobs created, where waste comes from/goes to, along with noise, air quality, ecology, and drainage issues. Overall, the nature of the site does not change, moving operations into new building should improve site operations and increase environmental controls, as well as the ability to recycle more waste. Subject to Environmental Health and Drainage colleagues being satisfied, I consider the proposal complies with the requirements of policy WM12.

Matters relating to highways, drainage and environmental health are addressed elsewhere in the report. The above advice is accepted and the proposals are considered to comply with the provisions of the Joint Waste Local Plan

6.3 EIA Conformity

The original 2018 application was EIA development. The current application is considered a subsequent application for the purposes of EIA regulations and itself therefore considered EIA development.

The proposal seeks to amend the approved site layout to reconfigure the buildings not yet constructed under the previous extant planning permissions. This planning application does not propose any changes to the approved throughput, types of waste being processed, processes being applied or the approved transport numbers at the site.

The submitted Environment Report and Statement of Conformity (ERSoC) seeks to demonstrate conformity with the original EIA by assessing any changes to environmental effects as a consequence of this application. The ERSoC considers whether the 2018 ES and other environmental information is adequate for decision making (i.e. remains valid) and whether the likely significant effects of the extant planning permission remain valid. It also provides further environmental information (where appropriate) for certain technical topics where further assessment work

has been undertaken to confirm whether any likely significant environmental effects would arise. Where significant environmental effects are new, or where effects differ from those presented in the 2018 ES, they are clearly presented within the subsequent sections and related appendices of the ERSOC.

In accordance with the submitted ERSOC, it is considered that this application remains in conformity with the original EIA and that the Council has adequate environmental information to assess the likely significant effects of the proposed development on the environment for purposes of the EIA Regulations.

6.4 Design and Character

The scheme proposes re-development of an existing waste transfer and processing site involving removal of some existing older and dysfunctional buildings and their replacement with more appropriate and modern facilities and reconfiguration to allow for the redevelopment and better circulation and functionality.

Construction of the new storage/ process buildings generally comprise concrete push walls, retaining walls/ bays with a steel superstructure and metal cladding to be agreed with ridge height between 13 and 15m high. These will provide for handling and processing of Municipal Solid Waste and Construction and Demolition Wastes. Provision is also made for odour abatement plant comprising of a filtration system and 20m stack serving linked buildings MRF1 and MRF2 on the eastern side of the site. The proposals also include smaller scale provision of a new welfare block being a 2 storey modular building up to 6m high, weighbridges, associated offices, relocated bike shed, storage bays to the southern boundary, water tanks and a dedicated skip and RORO storage area. Site security measures will be maintained with a mixture of 2 m high galvanised steel palisade fence, concrete walls, brick walls and screen fencing. The boundary fence along Ditton Road is a 5.2 m high profiled sheet cladding screen (conditioned under Planning Permission Ref. 22/00163/S73) which, along with buildings existing and proposed largely screen activities from outside the site.

On this basis it is considered that the proposed alterations to the built form on the site and boundary treatments will represent a significant improvement on the existing site and are therefore wholly consistent with the provisions of Policies ED2, GR1 and GR3 of the Halton Delivery and Allocations Local Plan together with the NPPF.

6.5 Highways and Transport

The impacts of the proposed development on the local highway network have been assessed in full and reported within the Transport Assessment submitted alongside the 2018 Environmental Statement. The application does not propose any changes to the approved throughput, types of waste being processed, processes being applied or the approved transport numbers at the site.

The conclusions of that assessment are that the proposal would not result in a severe impact on operational or environmental conditions over the local highway network, and there is no requirement for off-site highway improvement / mitigation works.

Internal roads would be arranged to allow safe circulation of vehicles to and from the new waste processing buildings/enclosures. Inbound vehicles will access the site via the existing site entrance on Ditton Road, and pass over the weighbridges prior to being directed to the appropriate waste processing building. Outbound vehicles would utilise the existing site access point for egress – as per the current operation. Internal paths will be clearly identified to ensure safe walking routes are established within the site to ensure segregation from vehicles, plant and machinery. With exception of the landscaped areas, the sites existing surfacing will be retained and repaired to create / maintain an impermeable hardstanding. Provision is also to be made for HGV parking within the site not explicitly addressed through the earlier planning permissions.

The applicant states that although the proposal does not include for the use of sustainable transport (waste would be imported to the site by road), it would minimise the need for waste to be exported out of the site for treatment elsewhere or to landfill.

The Council's Highways Officer has confirmed that they raise no objection. It is therefore considered that the proposals demonstrate compliance with the Halton Waste Local Plan 2013 Policies WM5, WM7 and WM12 and Policy C1 and Policy C2 of the Halton Delivery and Allocations Local Plan together with the NPPF.

6.6 Flood Risk and Drainage

The majority of the application site is located within Flood Zone 1 (therefore having a low probability of flooding from rivers and the sea). A small strip of the site sits in flood zone 2 but outside of the area affected by the proposed development works. The application is accompanied by a Flood Risk Assessment as part of the 2018 Environmental Statement which has been subsequently updated and appended to the ERSoc. The FRA concludes

that given that the majority of the site is located within Flood Zone 1 the development would not give rise to any on or off-site flood risks.

The application states that the proposed development includes for improvements to the existing drainage system with new drainage pipes and two new attenuation tanks which will contain surface water runoff on site and will ultimately discharge into the wider drainage network. It states that surface water from the roofs of the new buildings will be conveyed towards two new rainwater harvesting tanks which will be used for dust suppression and washdown purposes. Notwithstanding the comments of United Utilities which request details of a sustainable surface water drainage scheme and a foul water drainage scheme by condition, the proposed drainage design is detailed within the submitted drawings. Comments from the Lead Local Flood Authority are awaited and Members will be updated accordingly. Subject to those comments it is considered that the proposals demonstrate compliance with the Halton Waste Local Plan 2013 and Policies CS23 and HE9 of the Halton Delivery and Allocations Local Plan together with the NPPF.

6.7 Ecology and Nature Conservation

The application is supported by the following reports in accordance with Local Plan Policy CS(R)20:

- Preliminary Ecological Appraisal, Brindle & Green, April 2025, Ref: BG24.478.
- Landscape Plan, AA Environmental Ltd, March 2025, Dwg No. 243287/D/010.

The Council's retained adviser has confirmed the report states that no evidence of bat use or presence was found and that the Council does not therefore need to consider the proposals against the three tests (Habitats Regulations).

The report states that the flat roofs of the buildings to be demolished provide suitable nesting platforms for breeding gulls which are protected and Local Plan policy CS(R)20 applies. A condition is therefore recommended to protect nesting birds during the nesting season. Hedgehog is protected and, due to the transient nature of Hedgehog the report recommends the use of Reasonable Avoidance Measures to avoid harm to Hedgehog. It is considered that these can be secured through appropriately worded planning conditions.

Subject to those conditions, the proposed development can therefore demonstrate compliance with policies CS(R)20, CS(R)21, HE1, HE4 and HE5 of the Halton Delivery and Allocations Local Plan together with the NPPF.

6.8 Biodiversity Net Gain

Under the Environment Act 2021, all planning permissions granted in England (with a few exemptions) will be required to deliver at least 10% biodiversity net gain from January 2024.

The submitted report states that the development is exempt from mandatory Biodiversity Net Gain under the de minimis exemption as there is no habitat present within the site. This is accepted. It is acknowledged that the site does not provide significant opportunities for biodiversity enhancement. However, the submitted landscape plan indicates an intention to provide some native planting. This, combined with the installation of two nest boxes in a suitable location is recommended. An enhancement plan to include details of the native species to be planted and the type and location of the proposed bird boxes, can be secured by a suitably worded planning condition.

Subject to those conditions, the proposed development can therefore demonstrate compliance with Policy CS(R)20, HE1 and HE4 of the Halton Delivery and Allocations Local Plan together with the NPPF.

6.9 Noise, Dust, Odour and Other Amenity Issues

The earlier applications were supported by surveys and reports including within the Environmental Statement (ES) to address noise, dust and odour and further information has been submitted in support of the current application. There is no proposed increase in the number of vehicles or the volumes and types of waste to be handled at the site and the proposals will result in better containment of waste.

The application is sited some 400m from the nearest residential dwellings and approximately 40m from a proposed hotel approved but not built. Issues arising relating to noise and dust are therefore considered to be limited and previously accepted through the approval of earlier planning permissions for the site.

With respect to construction impacts the application states that a Construction Environmental Management Plan (CEMP) to address construction phase impacts of the scheme will be in place. The National Planning Policy Framework makes clear that planning conditions should be kept to a minimum and only used where they satisfy 6 tests. Planning Practice Guidance also makes clear that conditions requiring compliance with other regulatory regimes will not meet the test of necessity and may not be relevant to planning. It is considered that likely construction phase impacts are largely covered by other legislation. Experience has demonstrated that this requirement also raises unrealistic expectations about the enforceability of such conditions. This is considered an issue for the developer to manage, and it is considered reasonable to deal with this by way of an informative relating to the Considerate Contractors Scheme.

Notwithstanding comments made within the submission documents odour across the site boundary and gulls etc gathering at the site have been a problem at the site for many years. The applicant maintains that this is a result of the limited ability for the site to install additional controls at the site given the existing infrastructure. The applicant states that the main risk of odour emanating from the Site will be from the storage of Municipal Solid Waste deposited in buildings MRF1 and MRF2 or from a contaminated or non-conforming loads of waste entering the Site.

They state that the site has introduced a number of control measures to ensure that the risk of fugitive odours is minimised at the Site which include: identifying leakages from each structure (roof and walls) and undertaking the necessary repairs; ensuring all doors are closed when not in use; the potential use of internal fans propagating odorous emissions away from openings and deployment of neutraliser misting systems over the doors or managed openings. They state that these controls will be maintained and operational at all times in the MRF 1 and MRF2 buildings and whilst the facility is accepting and processing waste. Additionally, physical measures are proposed for MRF2 to include:

- an air tight building able to be operated under negative pressure;
- rapid opening and shutting doors;
- use of odour neutralisers over doors; and
- no accesses on the downwind eastern façade preventing escape of fugitive odours.

In the event of fugitive emissions migrating off site, the planning application includes for the construction and operation of an air extraction system with odour abatement equipment incorporated. The application states that the system would be capable of 3 air changes per hour (e.g. extracting the equivalent of the internal volume of the building 3 times per hour) within the building where malodorous waste is being treated. The system has been designed so extraction could occur from within either MRF 1 or MRF 2. They state that the inclusion of the extraction system in the planning application will permit the mitigation to be quickly deployed in the event of an ongoing loss of amenity.

It must be noted that the site is subject to an environmental permit issued by the Environment Agency, complete with conditions to control odour emissions, and as such the planning consent should not duplicate this role. Having said that the application clearly demonstrates that there will be no deterioration in odour emissions from the site and in fact should improve the environment around the site.

On this basis the proposal is considered to comply with Policies CS23, HE7, policies within the Joint Waste Local Plan and the NPPF.

6.10 Ground Conditions

The application is supported by a supplementary report which provides a review of previous ground investigation reports and remediation strategy consolidating information from all reports together with additional supplementary information. The report seeks to verify the findings of the 2022 site investigation and identify/address any residual data gaps.

The 2022 supplementary site investigation comprised of additional site boreholes with samples sent for soil analysis and asbestos screening and samples for water testing. Made ground was determined across site with elevated Poly Aromatic Hydrocarbons (PAHs) found to exceed a General Assessment Criteria for commercial land use in samples from a single borehole while metal exceedances for Arsenic, Copper & Nickel were consistent with those found in the previous reports. From the consolidated results the contaminants identified have been assessed and, with the inclusion of the additional elevated PAH levels, been determined to be low risk to final site users due to the low mobility of contaminants and the proposed site hardcover. Based on the supplementary results there have been no changes to the assigned risk level within the site conceptual site model with a medium risk to future site users (and controlled waters) from contaminants in made ground, medium risk from generation of ground gases and a high risk to construction workers from exposure from residual contaminants.

There are a number of residual gaps within the site investigation identified within the technical note these include testing of ground under structures scheduled for demolition, this is assumed to comprise of made ground most likely impacted with contaminants consistent with those already identified across site. A post demolition investigation is proposed in order to assess the risks posed from contaminants and gas/vapour potential within these areas. Pilings are proposed for new onsite structures and while previous findings indicate these are unlikely to pose a high risk an assessment shall be undertaken which should consider design and creation of preferential pathways (water & gases).

The report also includes reference to the previously submitted remediation strategy which assumes all made ground on site is impacted with chemical contaminants and asbestos and therefore, due to the volumes removal and/or treatment in situ is not feasible, recommends the site be entirely capped with hardstanding in order to sever the contaminant pathways.

Due to the lack of additional significant findings the Council's Contaminated Land Officer has confirmed that the remediation strategy remains valid and applicable. However, the additional investigation/assessment works outlined will need to be undertaken following demolition works and should findings pose an increased risk the risk assessment will need to be reviewed and any required changes to the remediation strategy must be prepared, submitted to and agreed in writing by the Local Planning Authority, before works re-commence in that area.

On that basis it is considered that appropriately worded conditions will ensure the development is completed to ensure compliance with Policy CS23, HE7 and HE8 of the Delivery and Allocations Local Plan.

6.11 Risk

The proposed development site lies within the consultation distance of at least one major hazard site and/or major accident hazard pipeline and as such the HSE (Health and Safety Executive) need to be consulted on any development on this site.

A Padhi consultation was undertaken and the HSE's land use planning consultation responded that the HSE do not advise against development in this instance as a result of the adjoining gas pipeline.

On that basis it is considered that the proposal will comply with Policy CS23 of the Halton Delivery and Allocations Plan, Planning for Risk SPD and National Planning Policy Framework 2024.

7 CONCLUSIONS

The proposal will result in considerable improvements to the existing waste site, emanating mainly from internalising the vast majority of the waste processing in new and modernised buildings and processes with additional environmental improvements resulting from improved boundary treatments, containment of malodorous wastes and better site operations. When assessed against the policies in the NPPF taken as a whole, the proposal is considered to be sustainable development for which the NPPF carries a presumption in favour. The proposal complies with policies within the Halton Delivery and Allocations Local Plan and Joint Waste Local Plan, it is recommended that the application be approved.

7 RECOMMENDATION

That the application be APPROVED subject to the following:

- a) Schedule of conditions set out below

8 CONDITIONS

1. Standard 3 year timescale for commencement of development
Specifying approved plans
2. Condition requiring submission and agreement of a Construction Environmental Management Plan
3. Materials condition(s), requiring submission and agreement of building external finishing materials
4. Condition requiring submission and agreement of detailed landscaping scheme.
5. Condition relating to boundary treatments
6. Condition requiring vehicle access, parking, servicing etc to be constructed prior to occupation / commencement of use.
7. Condition securing relocation of cycle parking details
8. Condition restricting waste throughput to 450,000 tonnes per annum
9. Condition requiring surface water drainage to be carried out as approved Condition(s) requiring a site investigation, remediation and verification plan
10. Condition(s) restricting external storage locations, height, processing
11. Submission and agreement of a lighting
12. Condition requiring site and finished floor levels be carried out as approved
13. No materials, waste or otherwise shall be burnt on site
14. Requiring submission and agreement of provision for bird boxes
15. Landscape and Habitat management plan

9 BACKGROUND PAPERS

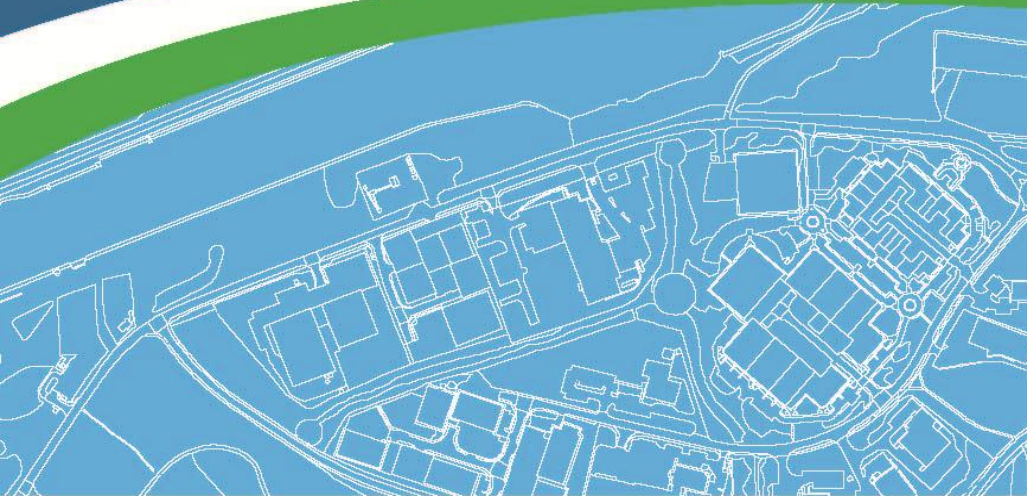
The submitted planning applications are background papers to the report. Other background papers specifically mentioned and listed within the report are open to inspection at the Council's premises at Municipal Building, Kingsway, Widnes, WA8 7QF in accordance with Section 100D of the Local Government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

10 SUSTAINABILITY STATEMENT

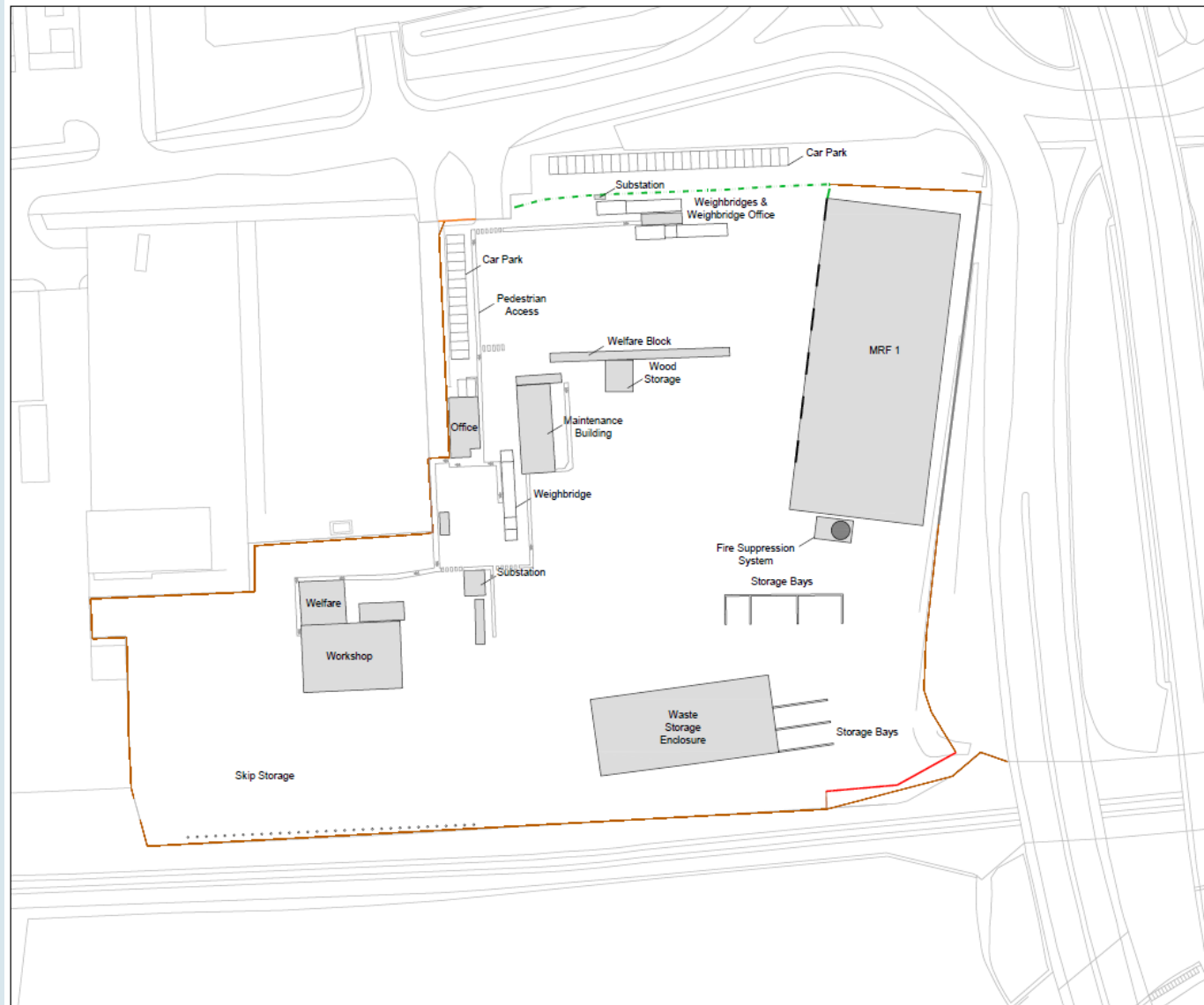
As required by:

- The National Planning Policy Framework (2021);
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

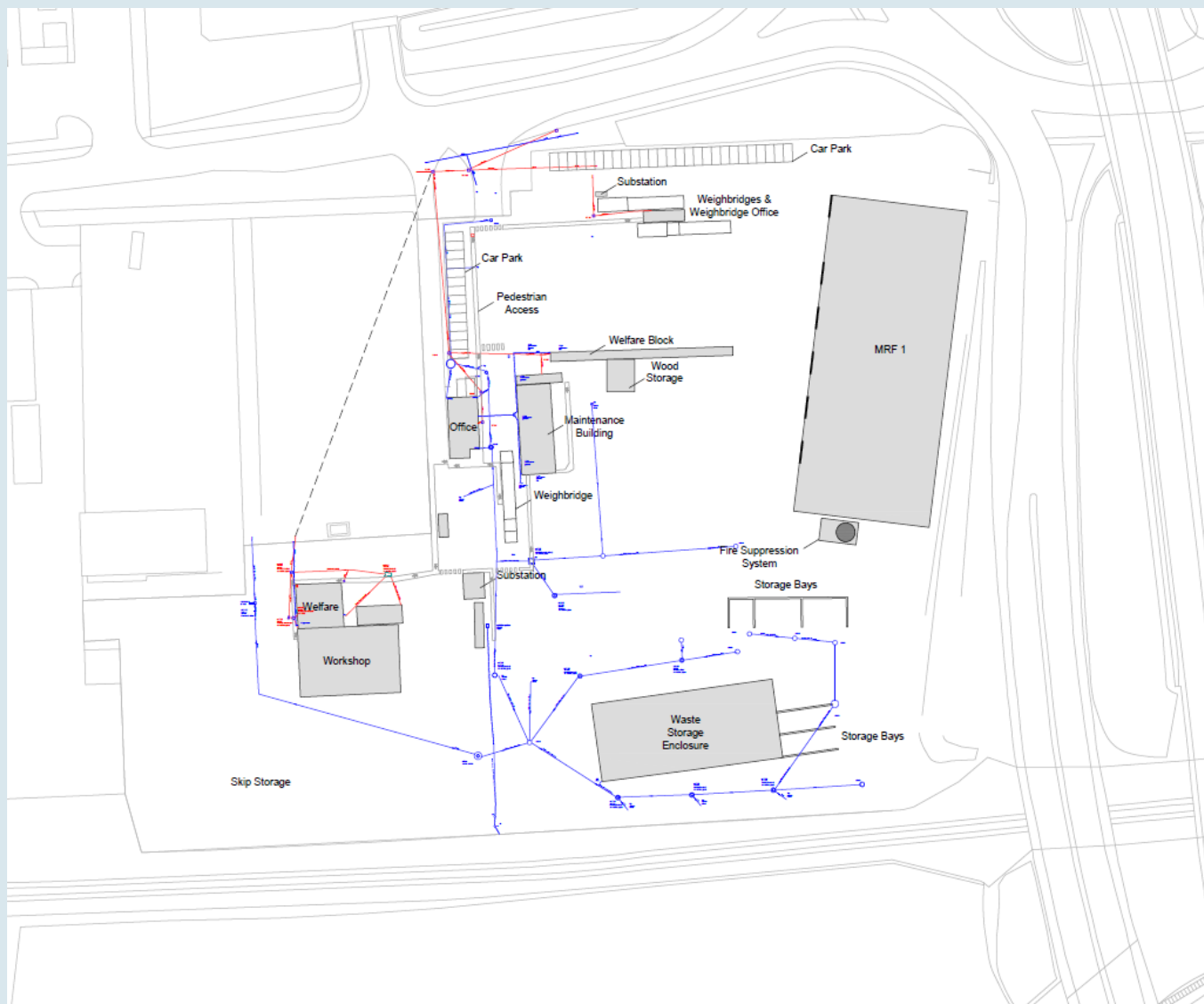
This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.

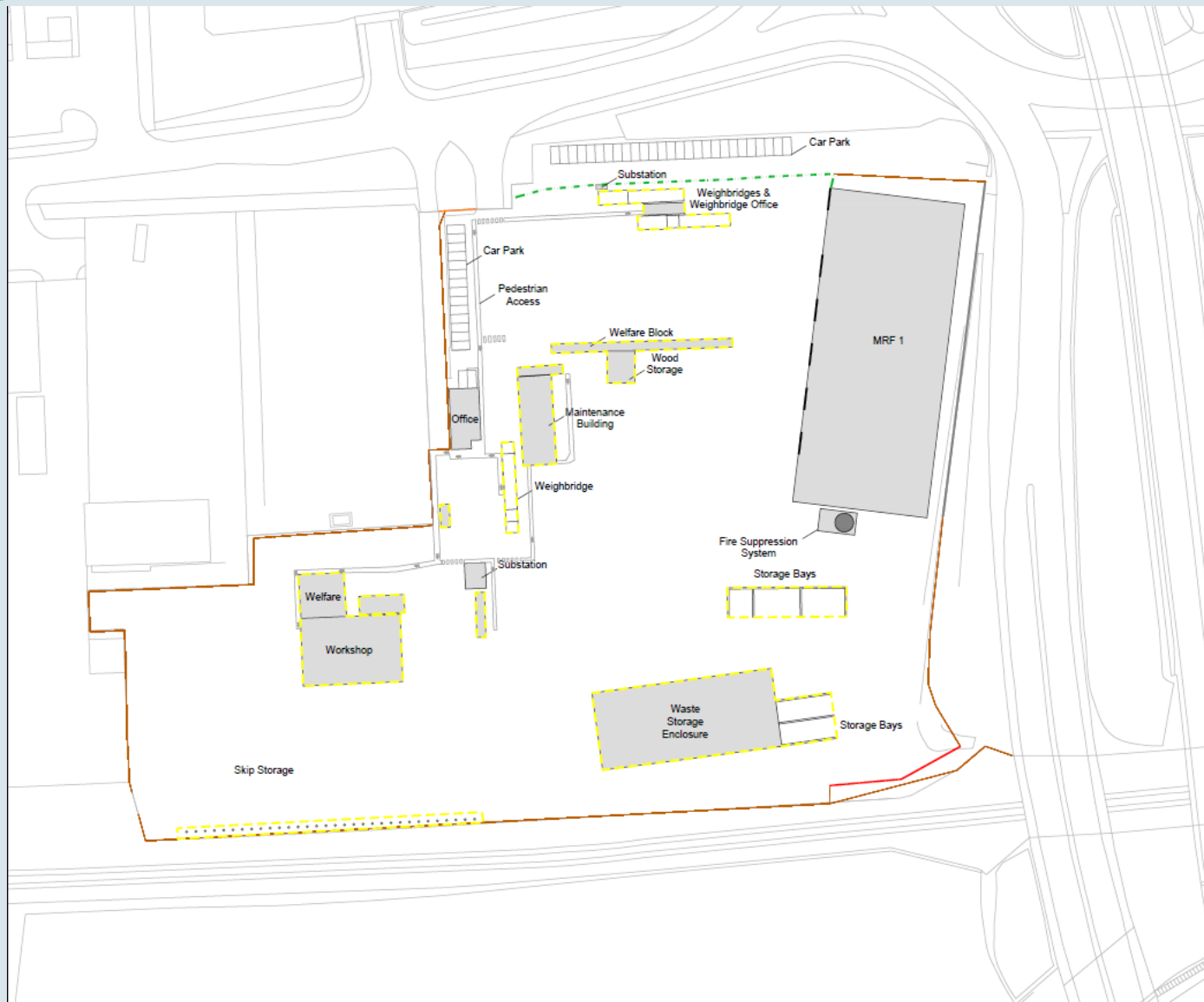




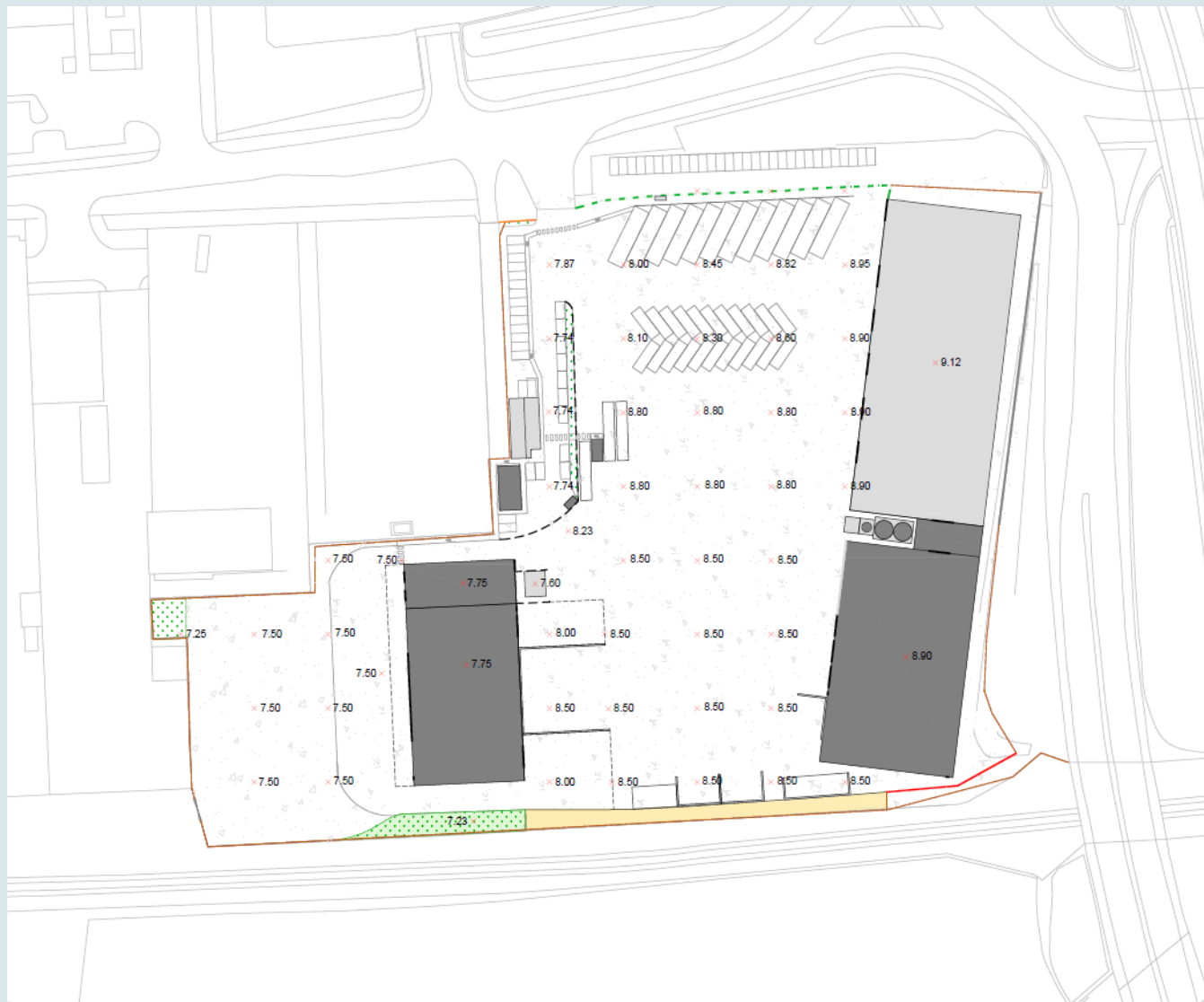


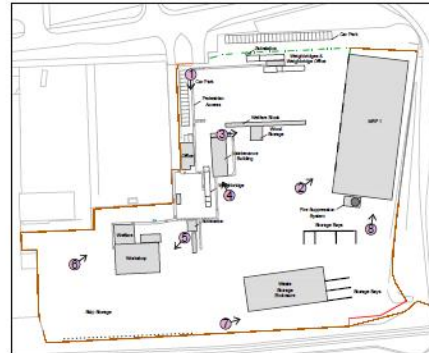


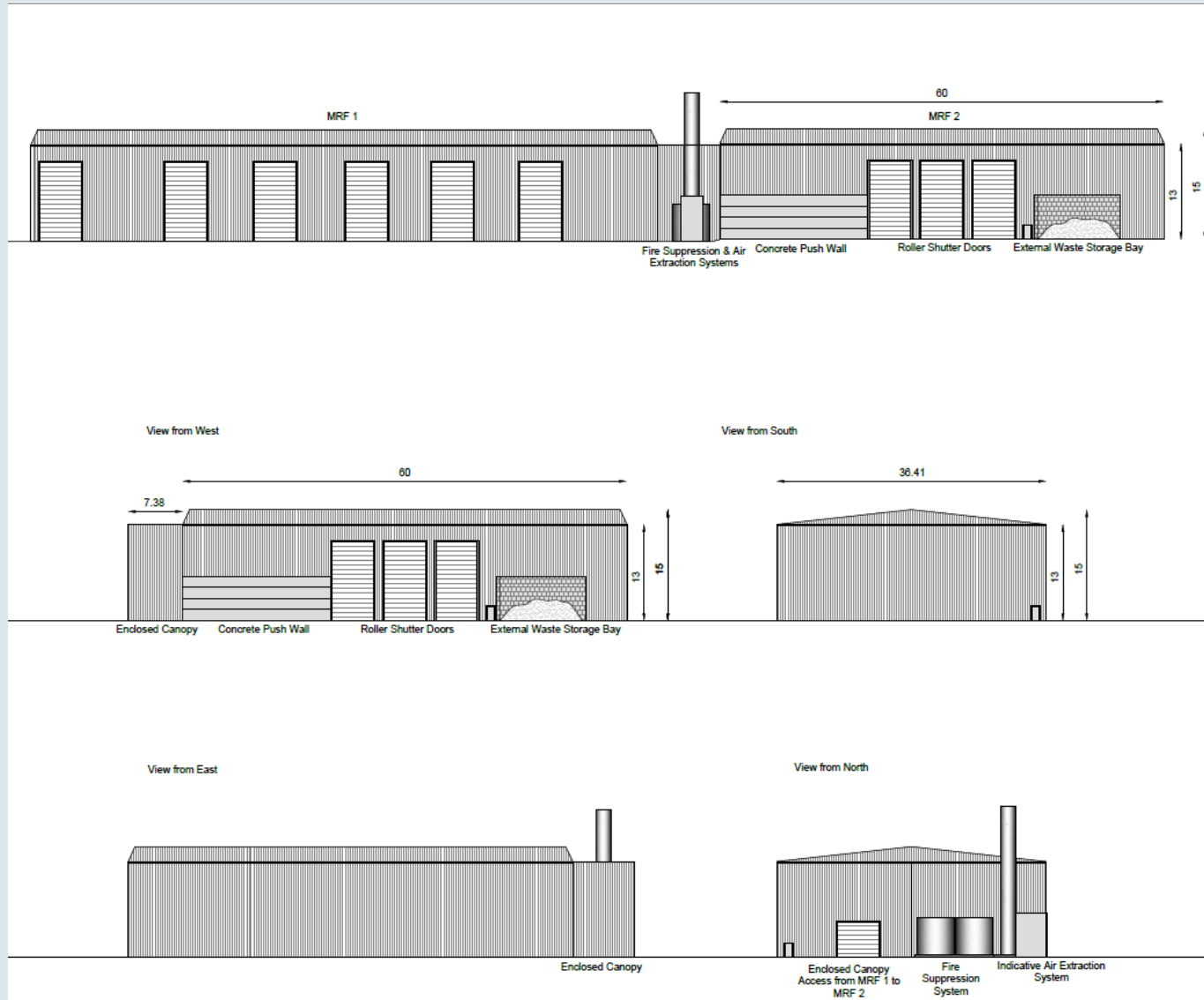


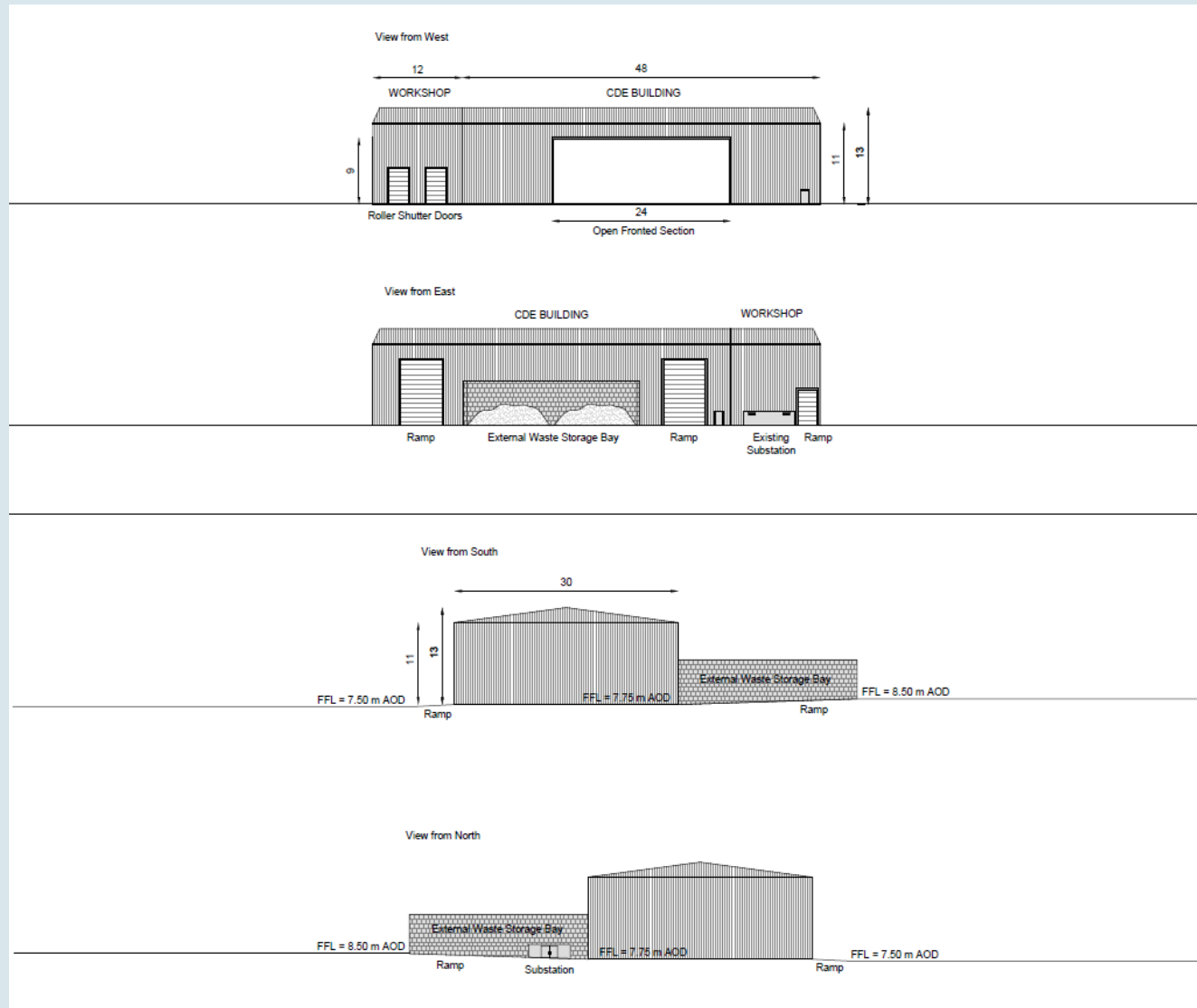




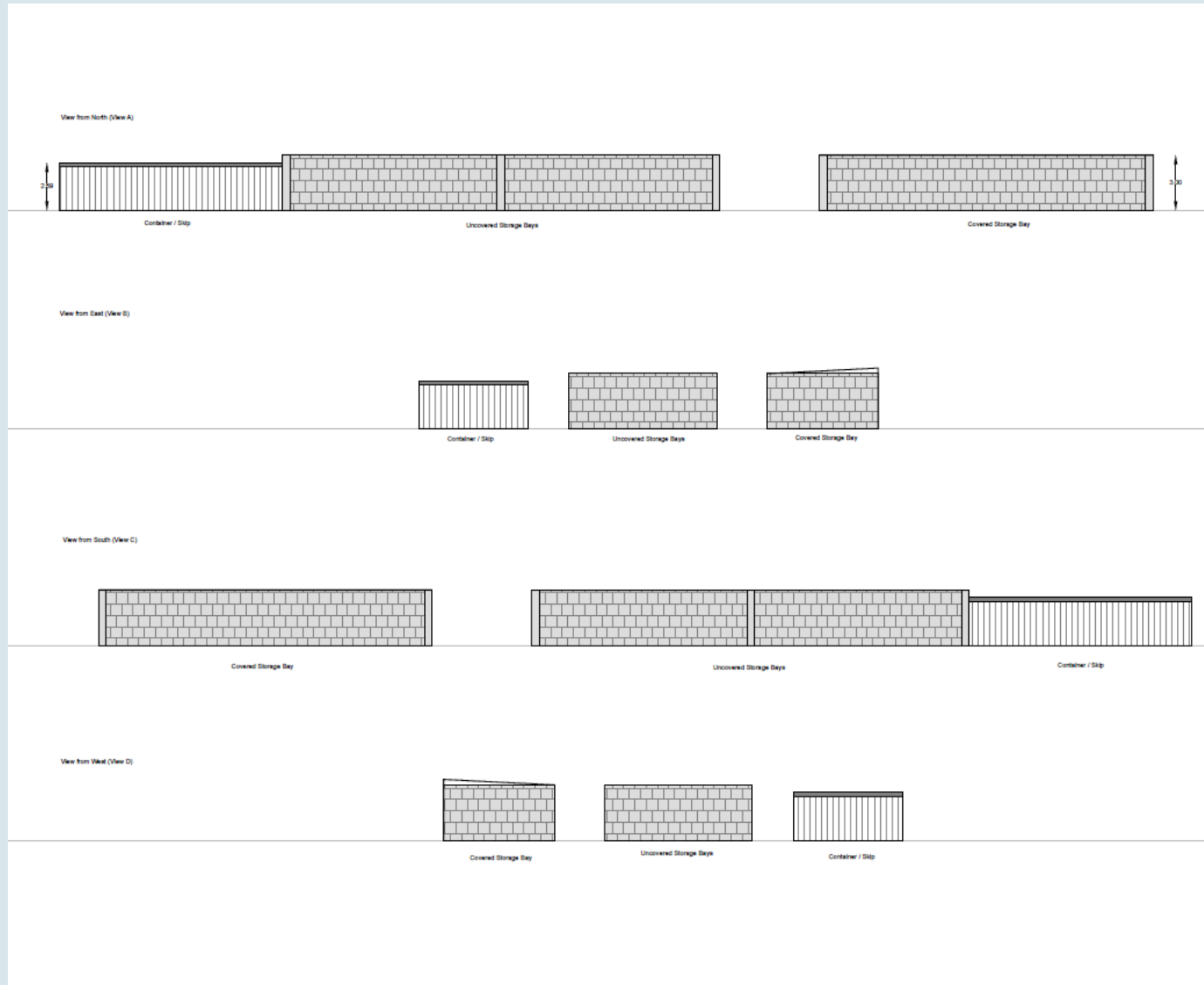


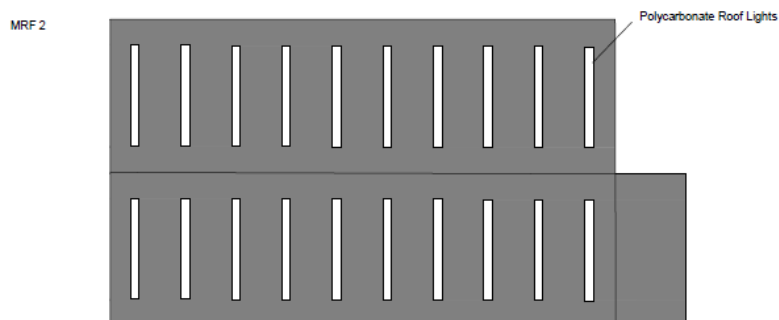
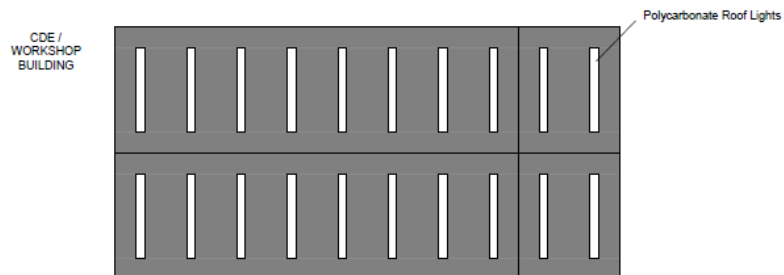














REPORT TO: Development Management Committee

DATE: 2 December 2025

SUBJECT: Miscellaneous Information

REPORTING OFFICER: Executive Director – Environment & Regeneration

WARD(S): Boroughwide

The following Appeals have been received / are in progress:

22/00569/OUT

The Secretary of State has called in the planning application for the Heath Business and Technical Park, Runcorn. This will be considered at a Public Inquiry.

25/00254/COU

Proposed change of use to flexible letting at Rotherham House, Lunts heath Road, Widnes, WA8 5BB

25/00254/COUGEN

Appeal against enforcement notice at Rotherham House, Lunts heath Road, Widnes, WA8 5BB

No appeals have been determined.