

DEVELOPMENT CONTROL COMMITTEE

At a meeting of the Development Control Committee on Monday, 11 June 2012 at Civic Suite, Town Hall, Runcorn

Present: Councillors Nolan (Chairman), Thompson (Vice-Chairman), Baker, R. Hignett, S. Hill, C. Loftus, A.McInerney, Osborne, C. Plumpton Walsh and Rowe

Apologies for Absence: Councillor Morley

Absence declared on Council business: None

Officers present: J. Tully, T. Gibbs, M. Noone, A. Plant, G. Henry, A. Scott and J. Farmer

Also in attendance: Councillor J Bradshaw, Councillor M Bradshaw and six members of the public

ITEMS DEALT WITH UNDER DUTIES EXERCISABLE BY THE COMMITTEE

		<i>Action</i>
DEV1	MINUTES The Minutes of the meetings held on 14 May 2012, having been printed and circulated, were taken as read and signed as a correct record.	
DEV2	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.	
DEV3	- 12/00067/FUL - PROPOSED ERECTION OF 17 DETACHED DWELLINGS AS AN AMENDMENT TO THE PREVIOUS PLANNING PERMISSIONS 06/00938/FUL AND 07/00931/FUL (INCREASING TOTAL NUMBER OF DWELLINGS TO 103) AT ASCOT GARDENS (SITE H3), QUEENSBURY WAY, WIDNES The consultation procedure undertaken was outlined in the report together with background information in respect	

of the site.

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

- 1) Condition specifying approved plans (BE1);
- 2) Requiring the development be carried out in accordance with the approved materials, hard and soft landscaping levels and boundary treatments plans (BE2);
- 3) Wheel cleansing facilities to be submitted and approved in writing and used throughout construction (BE1);
- 4) Construction and delivery hours to be adhered to throughout the course of the development (BE1);
- 5) Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/commencement of use (BE1);
- 6) Conditions relating to restriction of permitted development rights relating to garage conversions and frontage boundary fences etc (BE1);
- 7) Site investigation, including mitigation to be submitted and approved in writing (PR14); and
- 8) Protection of drainage ditches during construction (BE1).

(N.B. Councillor Ron Hignett declared a personal and prejudicial interest in the following item of business as he had orally accepted an invitation to be a school Governor at Ormiston Bolingbroke, and took no part in the decision making)

DEV4 - 12/00127/EDU - ORMISTON BOLINGBROKE ACADEMY - PROPOSED EXTENSION AND REFURBISHMENT OF EXISTING SECONDARY SCHOOL, REMODELLING OF EXISTING CAR PARK AND ASSOCIATED LANDSCAPING AT ORMISTON BOLINGBROKE ACADEMY, BARNFIELD AVENUE, RUNCORN, CHESHIRE, WA7 6EP

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

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

- 1) Standard time limits condition (BE1);
- 2) Condition listing approved detail and plans (BE1 and BE2);
- 3) No development shall begin until written details of a construction management plan have been approved in writing (BE1);

- 4) Materials condition, requiring the submission and approval of the materials to be used (BE2);
- 5) Landscaping condition(s), requiring the hard and soft landscaping to be carried out in accordance with approved details (BE1 and BE2);
- 6) Condition for replacement tree and hedgerow planting if lost within 5 years (BE2);
- 7) Wheel cleaning facilities to be submitted and approved in writing (BE1);
- 8) Condition that construction and delivery hours to be adhered to throughout the course of the development (BE1);
- 9) Environment Agency conditions for surface water runoff scheme and an overland flow control scheme, ground contamination and remediation, verification and monitoring (PR5 and PR16);
- 10) Condition stating that no clearance or tree work to be carried out during bird nesting season (GE2);
- 11) Condition that the development be carried out in accordance with the mitigation measures outlined in the ecological reports (GE21);
- 12) Condition for travel plan, implementation and monitoring (TP16).

DEV5 - 12/00166/FUL - PROPOSED FOUR PUMP AUTOMATED PETROL FILLING STATION ON THE EXISTING CAR PARK AT WIDES ROAD, WIDNES

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

The Committee report outlined details of previous planning permissions granted for this site, which included the previously approved application in 2002 for a food store and petrol filling station and associated service areas, car parking and landscaping at this location. Members were advised that the petrol filling station element had not been implemented but remained an extant permission, and could therefore still be implemented.

The current scheme, subject of the application, did not seek to increase the scale or the size of the petrol filling station to that which had already been granted permission. It was also noted that implementation of the scheme would not prejudice the future improvement to the bus way nor would it have any greater impact on the amenity of local residents than that already approved.

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

- 1) Standard time limits (BE1);
- 2) Plans condition (BE1 and BE2);
- 3) Condition for the submission of full lighting details including light spillage details (PR4);
- 4) Condition restricting the opening times of the petrol filling station to between 0800 hours and 2200 hours (BE1 and PR2);
- 5) Condition restricting deliveries to the petrol filling station to between 0800 hours and 1800 hours (BE1 and PR2);
- 6) Condition for a construction traffic management plan (BE1);
- 7) Condition restricting hours of construction (BE1 and PR2); and
- 8) Condition restricting the hours of construction deliveries (BE1 and PR2).

(N.B. Councillor Stan Hill declared a personal interest in the following item of business as his employer had objected to the proposal to the Secretary of State and did not take part in the decision making)

DEV6 - 12/00176/FUL - PROPOSED ERECTION OF TEMPORARY BUILDINGS, LAYING OUT OF CAR PARKING, HARD SURFACING, ERECTION OF BOUNDARY FENCING AND ANCILLARY DEVELOPMENT IN CONNECTION WITH PROPOSED USE FOR TEMPORARY SCHOOL PREMISES (USE CLASS D1) ON LAND ADJACENT TO SANDYMOOR COMMUNITY CENTRE, PITTS HEATH LANE, SANDYMOOR, RUNCORN

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

Members noted that the proposal was for a temporary (ie two year period) school building to be prepared and opened in September 2012. It was reported that the temporary school was likely to attract up to 170 pupils and 12 staff during the first two years of opening.

The Committee received an update on the number of representations which had been received since the agenda had been prepared.

The Committee also received an update on highways issues as follows:

- The one-way crescent leading to Otterburn Street is unadopted and would be used for vehicular drop-off;
- Depending on the level of journeys by car, there could be some drop-off overspill onto Pitts Heath Lane, which could cause vehicles to overtake on a bend with limited forward visibility;
- The applicant would be required to prepare a traffic management scheme/travel plan to maintain the safe use of Pitts Heath Lane by all users and;
- A condition for amendment to the plan was proposed to ensure that the proposed footpath entrance along Otterburn Street fully linked with the adjoining network near to the playground and that the proposed drop-off area was adequately marked;
- For the permanent school site, the impact on traffic flows would need careful consideration and Section 106 funding towards offsite infrastructure improvements were likely to be required.

Mr Euan Kellie addressed the Committee on behalf of the Sandymoor Free School. He made the following points:

- The proposal would create employment;
- On this site, all building works would be temporary and reversible, buildings would be single storey and provide a buffer to the north;
- The site would have security, appropriate landscaping, disabled access ramp, parking and lighting;
- The biodiversity of the adjoining site had also been considered in the preparation of the proposal;
- The development accords with the Development Plan and National Planning Policy Framework.

Members expressed concern about (1) the lack of written information before the Committee on transportation issues and (2) the lack of information regarding

contingencies if there were to be slippage in the two-year timetable for re-location to the permanent site. It was moved and seconded that a decision on the application be deferred pending receipt of this information.

Before taking the vote on this motion the Committee was advised as follows:

- (1) Proper regard should be had to the time constraints relating to the proposed development;
- (2) Consideration should be given as to the appropriateness of granting delegated authority to determine the application;
- (3) Consideration be given as to whether the outstanding matters were such as to make it inappropriate to determine the application without a deferral;
- (4) Clarity and precision were required in specifying the issues which the Committee wished to be advised on should the application be deferred;
- (5) These matters required special consideration in view of the costs warning contained in the letter from the Secretary of State in August 2011 which was referred to in the agenda. The Committee duly considered these matters.

RESOLVED: That the application be deferred to the next meeting of the Committee for the following information to be prepared:

- 1) a full written detailed transportation report on the application; and
- 2) information on contingencies if there is slippage in the two-year timetable for re-location to the permanent site. This information to include not just information on transportation issues but also to include information on contingencies for dealing with additional year groups, should there be slippage.

Meeting ended at 7.05 p.m.