

**REPORT TO:** Development Control Committee

**DATE:** 5 August 2019

**REPORTING OFFICER:** Strategic Director – Enterprise, Community and Resources

**SUBJECT:** Planning Applications to be Determined by the Committee – AB Update List

**WARD(S):** Boroughwide

<b>PAGE NO.</b>	<b>LIST A</b>	<b>LIST B</b>	<b>Updated Information</b>
11		19/00240/FUL	<ul style="list-style-type: none"> <li>• As a result of other changes to the scheme car parking spaces have reduced from 206 to 200 spaces. This reduction is not considered significant in the context of the scheme and does not result in any Highways objection.</li> <li>• Cladding arrangements for the building have been changed. The predominant colours remain shades of grey, the gate house is no longer yellow and corner feature detailing is now made up of a mix of colours referred to as pearl, silver, diamond and russet red. These are considered acceptable.</li> <li>• Suitable amendments have been received to relocate the car park access and to provide appropriate footpath and cycleway links through the site and connectivity to the existing network and agreed by the Council's Highways Engineer. These will be secured by planning condition listed within the recommendation together with a scheme of off-site pedestrian/ cycleway improvements per the officer report.</li> <li>• Updated landscape and levels details have been received and are considered generally acceptable. A number of clarifications have been sought from the applicant and members will be updated orally.</li> <li>• Comments have been received from the LLFA. Whilst no objection is raised in principle a number of queries have been raised with the applicant. Members will be updated orally.</li> </ul>

			<ul style="list-style-type: none"> <li>Given amendments to the scheme a re-consultation has been undertaken with neighbours. Members will be updated orally with respect to any comments received.</li> </ul>
21		19/00261/FUL	<ul style="list-style-type: none"> <li>Initial concerns raised by Hale Bank Parish Council regarding the potential increase in HGVs around the site and the impact this could have on the road infrastructure and nitrogen dioxide levels have been addressed by the Council's Environmental Protection Officer.</li> <li>The Environmental Protection Officer has advised that the type of units that have been proposed do not result in perceptible increases in traffic and that exceedances of air quality standards across the country occur in areas of prolonged congestion. This is not an issue around Hale Bank and there is no evidence that small commercial units will cause a substantial increase in traffic.</li> <li>In addition, the applicant states that the small nature of the units will result in 'box vans', generally smaller 2 axled vehicles, accessing the commercial site. The Environmental Protection Officer has advised that this seems consistent with the size of vehicles that might be expected to operate around units of the proposed size.</li> <li>Comments made by the Council's Highways Officer have been amended. As such, Foundry House offers office space within an approximate 2000sqm building (not 10,631sqm building as previously advised). The building as a B1 category use class has a maximum parking requirement in the UDP of 57 spaces. The application sets aside 130 spaces within the site for Foundry House which is in excess of the parking standards and can act as overflow and visitor parking should Foundry House and the new units meet full capacity.</li> <li>Amended plans <i>Dwg. No. 18/1188/201B – Proposed Site Layout</i> and <i>Dwg. No. 18/1188/200B – Proposed Site Layout Overview</i> have been received and include the requested amended disabled parking bay hatching.</li> </ul>

			<ul style="list-style-type: none"> <li>• Comments have been received from the Lead Local Flood Authority (LLFA) who have reviewed the submitted Flood Risk Assessment and Drainage Strategy and consider it to be appropriate. As such, based on the information submitted, the LLFA have no comments and no objection to the proposed development.</li> <li>• The applicant is in conversation with the Council’s Ecological Advisor – Merseyside Environmental Advisory Service (MEAS) and is providing the required information on the drainage strategy (a separator is shown to the submitted drainage design) and Method Statement on pollution control measures as requested from the MEAS Ecologist to arrange the Habitats Regulation Assessment.</li> <li>• Comments from Natural England are awaited, members will be updated at the Committee Meeting.</li> <li>• Contrary to the recommendation of the first page of the committee report, it is requested that delegated powers are given to the Operational Director – Policy, Planning &amp; Transportation in consultation with the Chair or Vice Chair of the Development Control Committee to make the decision once comments have been received from Natural England and a Habitats Regulation Assessment has been undertaken by MEAS.</li> <li>• Subject to the Habitats Regulations Assessment confirming that the proposal would not have any likely significant effects on designated sites, the application is recommended for approval subject to the conditions suggested in the report and any additional conditions required following the receipt of comments from Natural England and MEAS.</li> </ul>
36		<p>19/00285/FUL  19/00306/P3MPA  19/00307/P3JPA  19/00309/P3JPA</p>	<ul style="list-style-type: none"> <li>• Members should note that there is an error at the top of page 40 of the agenda. It should read <b>‘CONSIDERATION OF APPLICATION 19/00306/P3MPA’</b>.</li> <li>• In the Highway Consideration for application 19/00285/FUL on pages 44 and 45 of the</li> </ul>

			<p>agenda, reference is made by the Highway Officer to the access to the bin and cycle storage being via roller shutter doors which was considered to be poor. This point has been conveyed to the applicant and the proposal has been amended to show the use of personnel doors to make access easier. The represents a further improvement for the accessing of the bin and cycle store which has been secured during the processing of the application. This change has also resulted in the High Street elevation being enhanced in appearance through the replacement of the roller shutter door with a personnel door which matches the other entrance points to the building.</p> <ul style="list-style-type: none"><li>• One representation has been received for application 19/00285/FUL. It raises the issue that the basement properties do not appear to have any windows, which is unacceptable and not fit for human habitation and represents a further debasement of housing standards in Halton.</li><li>• In response to the issue raised, the report notes that two of the units in the basement would be served by lightwells with the remaining unit being served by windows. It is also acknowledges that the basement units do not represent the highest level of quality for a residential development in terms of amenity. The current proposal does represent an improvement in terms of space compared to the 2018 proposal which was for 5no. residential units and a bin and cycle storage solution, which would unlikely be used by virtue of its location down a number of steps. The 2018 proposal could still be implemented up until 2021 and Officers consider that Members should be mindful of this when considering the current improved proposal for the building.</li></ul>
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