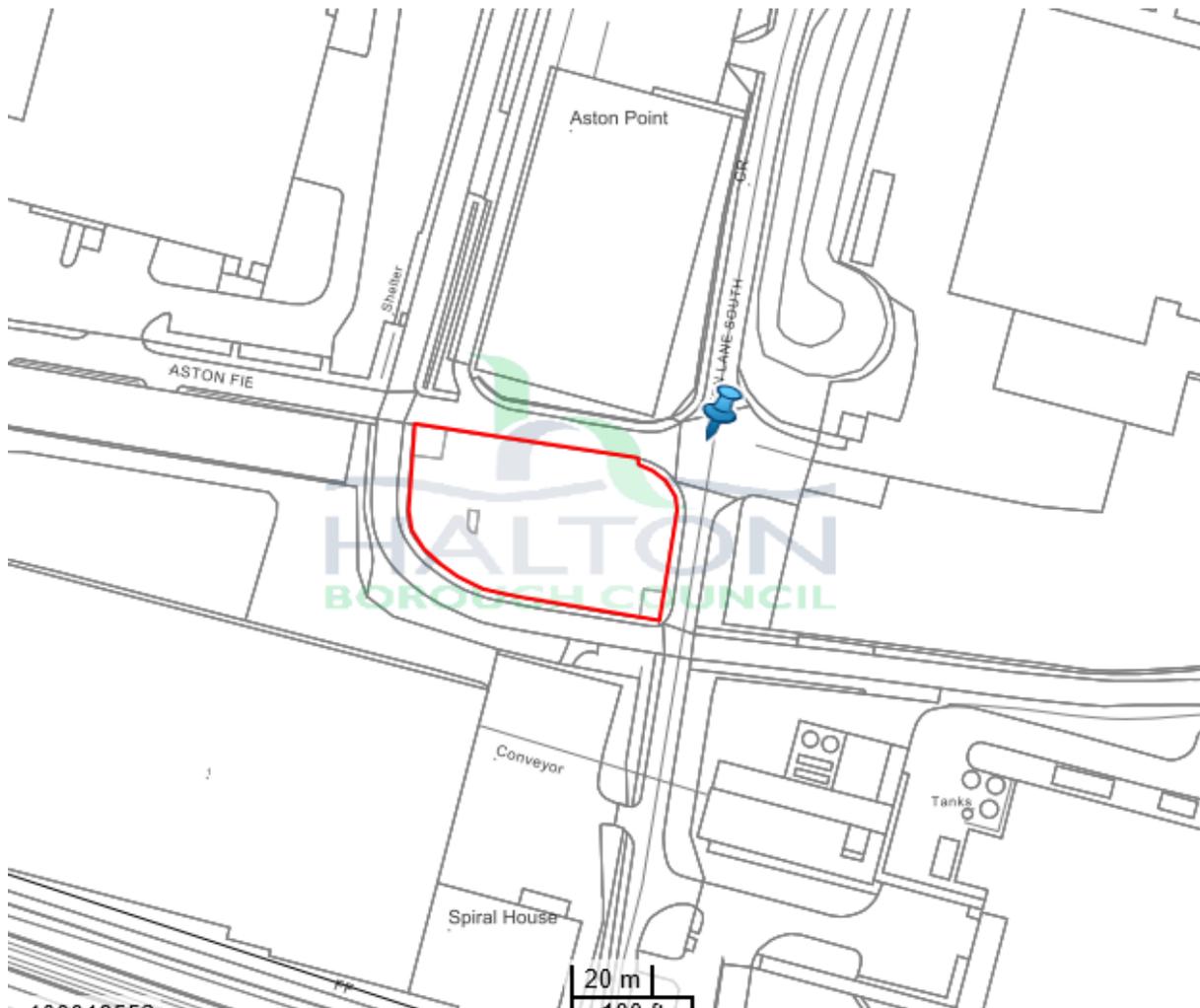


APPLICATION NO:	19/00563/FUL
LOCATION:	Former Brakes Car Park, Aston Fields Road, Whitehouse Industrial Estate, Runcorn, Cheshire, WA7 3FZ.
PROPOSAL:	Proposed erection of steel portal frame industrial building for storage, portal buildings to provide additional storage (50sqm), office accommodation (45sqm), toilets (9sqm), canteen (18sqm) and drying room (7.5sqm) and enclosure of site with 2.4 metre green steel wire fencing and gates.
WARD:	Daresbury
PARISH:	None
AGENT (S):	Mrs Lindsey Kitching, LK Architecture Ltd, 1 Chorlton Close, Runcorn, WA7 6NW.
DEVELOPMENT PLAN: Halton Unitary Development Plan (2005) Halton Core Strategy (2013) Joint Merseyside and Halton Waste Local Plan (2013)	ALLOCATIONS: Primarily Employment Area – Unitary Development Plan Proposals Map.
DEPARTURE	No.
REPRESENTATIONS:	No representations have been received from the publicity given to the application.
KEY ISSUES:	Development in a Primarily Employment Area, Parking and Servicing, External Appearance and Landscaping.
RECOMMENDATION:	Grant planning permission subject to conditions.
SITE MAP	



1. APPLICATION SITE

1.1 The Site

The site subject of the application is the former Brakes Car Park located on Aston Fields Road on the Whitehouse Industrial Estate in Runcorn. The site is 0.267ha in area.

The site is accessed from Aston Fields Road which is located to the north of the site. Located to the east of the site is Aston Lane South. Located to the south and west of the site is the Busway.

The site is a vacant car park which is enclosed by a hedgerow and trees. There is galvanised steel palisade fencing located on the eastern boundary of the site.

The site is designated as Primarily Employment Area on the Halton Unitary Development Plan Proposals Map.

1.2 Planning History

The site has some planning history including the following:

98/00093/HBC – Proposed construction of car park to provide 70no. parking spaces – Application granted 17/03/1998.

2. **THE APPLICATION**

2.1 The Proposal

The application under consideration proposes the erection of steel portal frame industrial building for storage, portal buildings to provide additional storage (50sqm), office accommodation (45sqm), toilets (9sqm), canteen (18sqm) and drying room (7.5sqm) and enclosure of site with 2.4 metre green steel wire fencing and gates.

The application has been amended during the processing of the application which has resulted in some amendments to the site layout to ensure the retention of existing soft landscaping and a change in the proposed boundary treatment from palisade fencing and gates to green steel wire fencing and gates.

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 Unitary Development Plan (UDP) (2005)

The site is designated as Primarily Employment Area on the Halton Unitary Development Plan Proposals Map.

The following policies within the adopted Unitary Development Plan are considered to be of particular relevance;

- BE1 General Requirements for Development;
- BE2 Quality of Design;
- BE22 Boundary Walls and Fences;
- E3 Primarily Employment Areas;
- E5 New Industrial and Commercial Development;
- GE21 Species Protection;
- GE27 Protection of Trees and Woodland;
- PR2 Noise Nuisance;
- PR12 Development on Land Surrounding COMAH Sites;
- PR14 Contaminated Land;

- PR16 Development and Flood Risk;
- TP6 Cycle Provision as Part of New Development;
- TP7 Pedestrian Provision as Part of New Development;
- TP12 Car Parking;
- TP17 Safe Travel For All.

3.2 Halton Core Strategy (2013)

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

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

3.3 Joint Merseyside and Halton Waste Local Plan (2013)

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

- WM8 Waste Prevention and Resource Management;
- WM9 Sustainable Waste Management Design and Layout of New Development.

MATERIAL CONSIDERATIONS

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

3.4 National Planning Policy Framework

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

Achieving Sustainable Development

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 this Framework; 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 Framework is a presumption in favour of sustainable development. As set out in paragraph 11 below:

The Presumption in Favour of Sustainable Development

Paragraph 11 states that for decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Decision-making

Paragraph 38 states that *local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.*

Determining Applications

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

3.5 Other Considerations

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

4. CONSULTATIONS

4.1 Highways and Transportation Development Control

OBSERVATIONS ON THE ORIGINAL LAYOUT

PARKING

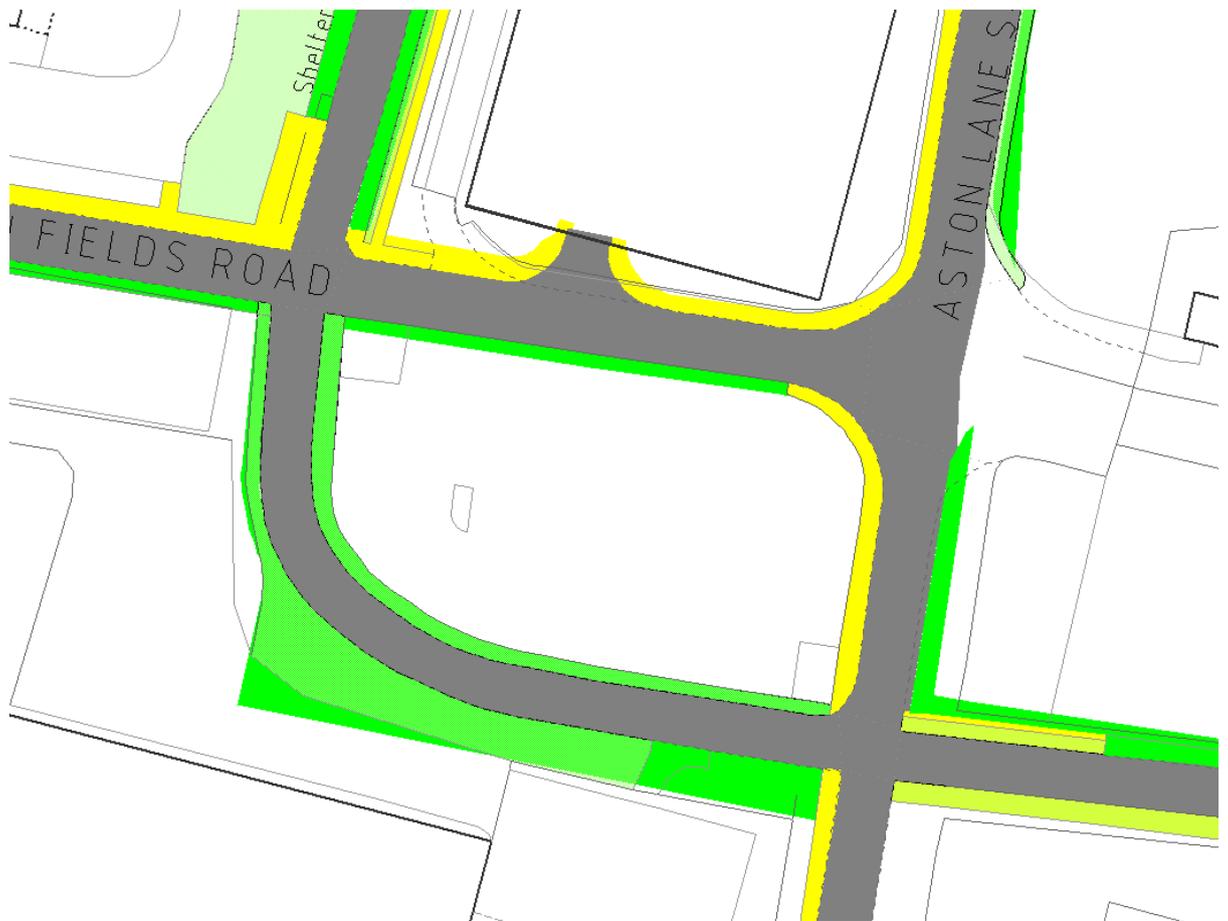
The applicant proposes 9 parking spaces on the now vacant car parking site on Aston Fields Road. The main component of the site proposes a 50sqm steel framed storage unit with associated facilities. The parking provision if broken up between the varying use classes of storage, office, canteen etc. would demand a higher provision however, as they are associated with the primary use for the site of storage it is considered that, in this instance Halton Borough Council would not object to the proposal based on parking. The plan provided however only indicates 6 spaces. We would wish to see a plan submitted which outlines the 9 available spaces with 1 disabled space included. There is also a requirement for cycle parking to be included as part of any application which is covered, secure and in a visible convenient location.

FENCING

There are details submitted in regards to cutting back of the hedge line in order to facilitate the installation of the fencing, once again the Highway Authority would not have any objections however it is worth noting that the hedge line

encompassing the busway is within the adopted highway and must remain in place, the cutting back however would not be objected to.

The plans also indicate that the fence line on Aston Fields Road is proposed to enclose the highway verge. The Highway Authority would object to this. The fence line must be set back 2m to ensure that the highway is not obstructed including the verge directly adjacent to the busway. I have attached the highway adoption plan below.



ACCESS ARRANGEMENTS

The application proposes a new, secondary access closer to the Busway. Due to the likelihood that vehicles would likely enter in left or exit right from the site, the fact that the busway is signal controlled and buses do not exit onto or from Aston Fields Road, the access in principle would be acceptable.

As there is a new access proposed within the adopted highway it will be necessary to make arrangements for the access to be constructed by the Highway Authority. In respect to highway safety and cycle safety we would wish to see the access points dedicated separately for access and exit.

PEDESTRIAN ACCESS AND HIGHWAY SAFETY

The application refers to a new 'staff foot entrance to the site' in the area mentioned above which is identified as encompassed by the fence line. As it

has been identified as highway land it would be necessary to enter into a section 278 agreement with the council in order that the footway works

It would however seem more prudent to create a link from the busway footpath opposite the site to allow pedestrians to access the site safely. We would suggest creating a footway link adjacent to the proposed new vehicle access and would require a plan which identifies how this would be provided and located if it was acceptable. This link could be carried out as part of the access crossing works. A continuous dedicated pedestrian link into the site linking to the welfare units and offices would also need to be identified on a plan. The current plan does not provide sufficiently for the safety of pedestrians and would pose a risk to highway safety.

CONDITIONS SUBJECT TO APPLICATION APPROVAL

- *9 parking bays including the disabled space to be identified on a plan*
- *Fence line to be set back to the back of the adopted verge/footway*
- *It will be necessary to make arrangements for the new access to be constructed by the highway authority.*
- *A footway link accessing to the site and a dedicated pedestrian route within the site to welfare facilities and office*
- *Cycle parking to be provided which is covered, secure and in a visible location*

OBSERVATIONS ON THE AMENDED LAYOUT

No objection.

4.2 Contaminated Land Officer

The above application site has no known land contamination issues, the site appears to have been open farm land until the development of the present car park and surrounding industrial estate. The proposed end use is also of very low sensitivity to the presence of land contamination. Therefore, no further information on land quality is required to demonstrate that the site is suitable for the proposed use.

4.3 Lead Local Flood Authority

After reviewing 19/00563/FUL planning application the LLFA has found the following:

- *The site is 0.267ha, it is a brownfield site, formally used as a Car Park for Brakes.*
- *erection of steel portal frame industrial building for storage, portable buildings to provide additional storage, office accommodation , toilets, canteen and drying room, new vehicular entrance and enclosure of site with 2.4 metre high palisade fencing and gates. This would likely not affect the hardstanding area currently on site.*
- *The Environment Agency Flood Map for Planning indicates the proposed development site lies within Fluvial Flood Zone 1.*

- *The Environment Agency Long Term Flood Risk Maps show the site to have a very low Surface Water Flood Risk, and does not lie within Critical Drainage Area.*
- *The planning application form states foul water will be disposed of using an existing mains sewer.*
- *The surface water is stated in the planning application to be disposed of using a sustainable drainage system, however the drainage strategy 'PLAN_1143_04_01 Drainage Strategy.pdf' shows the surface water to be discharging to the existing surface water network.*

Due to the discrepancy between the planning application form and the drainage strategy the LLFA request the applicant confirm their strategy for the disposal of surface water from the site. As part of this update the LLFA request the drainage strategy to be updated to include the following information to comply with NPPF and Policy HE9 of Halton Borough Council's Delivery and Allocations Local Plan:

- *Evidence the drainage strategy follows drainage hierarchy – i.e. in preferential order – Soakaway, Watercourse, Surface Water Sewer, Combined Sewer. Infiltration tests would be required to demonstrate whether soakaway is feasible. It should be noted that United Utilities also apply this strictly, and detailed consideration of the hierarchy will need to be demonstrated in supporting documentation.*
- *Appropriate discharge rates should be calculated for 1, 30 and 100yr flood events for use in drainage design. In line with NPPF this should be attenuated to greenfield rates for greenfield sites/site area, and as close as possible to greenfield rates for brownfield areas. Climate change should be considered appropriately.*

Should the planning authority be minded to approve on this basis, the LLFA would recommend the following conditions:

No development shall take place until details of the implementation, maintenance and management of the sustainable drainage scheme for the disposal of surface water, in accordance with the SuDS hierarchy, have been submitted to and approved by the local planning authority. This should be detailed within a Drainage Strategy, required for this site. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

I. A management and maintenance plan for the lifetime of the development which shall include the arrangements for i) drainage to soakaway, including calculations and arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime or ii) if i) is not feasible then drainage to watercourse or iii) if i) or ii) is not feasible connection to any system adopted by, any public body or statutory undertaker.

II. Interceptors, attenuation structures and calculations to demonstrate a reduction in surface water runoff rate to greenfield runoff rates for the new hardstanding areas as a minimum, with additional improvements for existing

runoff where practical. Calculation should demonstrate no flooding to buildings in the NPPF design event (1 in 100 year + 40% climate change allowance).

No development shall be occupied until a verification report confirming that the SUDS system has been constructed in accordance with the approved design drawings and in accordance with best practice has been submitted to and approved by the local planning authority. This shall include:

- i) Evidence that the SuDS have been signed off by an appropriate, qualified, indemnified engineer and are explained to prospective owners & maintainers plus information that SuDS are entered into the land deeds of the property.*
- ii) An agreement that maintenance is in place over the lifetime of the development in accordance with submitted maintenance plan; and/or evidence that the SuDS will be adopted by third party.*
- iii) Submission of 'As-built drawings and specification sheets for materials used in the construction, plus a copy of Final Completion Certificate.*

4.4 Health and Safety Executive

HSE's Advice: Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

4.5 United Utilities

United Utilities have made comments on drainage and water supply which can be attached as an informative on the decision notice. They also suggest that conditions securing the submission of a surface water drainage scheme and that foul and surface water be drained on separate systems.

4.6 Penspen

No effect on the Essar pipeline.

4.7 BPA (British Pipeline Association)

The proposed works are in close proximity to a high-pressure petroleum pipeline system and BPA wish to ensure that any works in the vicinity of the pipeline are carried out in accordance with our safety requirements (www.linewatch.co.uk). Please find enclosed a GIS plot of our pipelines in relation to the above application.

The most important points are:

- These Pipelines carry refined petroleum at extremely high pressure.*
- Any construction must be kept a minimum of 6m from the pipelines.*
- All excavations (including hand trial holes) within 6m of the pipeline must be approved and supervised by BPA.*
- The exact location of the pipeline to be marked by BPA in consultation with the developer prior to detailed design.*
- Nominal cover is only 0.9m (3').*

- *Normal vertical clearance for new services is 600mm.*
- *These pipelines are protected by cathodic protection and you should consult with BPA if you are laying any services (with or without cathodic protection).*
- *Heavy vehicular crossing points to be approved before use across the easement.*
- *Tree planting is prohibited within the easement.*
- *No lowering or significantly raising of ground level throughout the easement.*
- *A continuous BPA site presence will be required for works within the easement.*
- *Utility crossings may require a formal crossing consent*

When planning works involved in crossing or working within the wayleave, plan of work, drawings, Method Statement and Risk Assessment for the written acceptance of BPA Engineering before works start.

To obtain more detail of the pipelines location, please contact Adam Canning on 01442 218846 and quote the BPA reference PAPLX2019/0735.

5. REPRESENTATIONS

5.1 The application was originally advertised by a site notice posted on Aston Fields Road on 15/11/2019, nine neighbour notification letters sent on 07/11/2019 and a press advert in the Widnes and Runcorn Weekly News on 14/11/2019.

5.2 Following the receipt of amended plans, a further nine neighbour notification letters were sent on 23/01/2020.

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

6. ASSESSMENT

6.1 Principle of Development

The site forms part of a Primarily Employment Area designation on the Halton Unitary Development Plan Proposals Map.

Policy E3 of the Halton Unitary Development Plan states that development falling within Uses Classes B1 (Business), B2 (General Industry), B8 (Storage and Distribution) and Sui Generis industrial uses will be permitted in the Primarily Employment Areas identified on the Proposal Map.

The proposed development is for the site to be used for storage purposes which falls within Use Class B8 of The Town and Country Planning (Use Classes) Order 1987 (as amended). This proposed use is therefore one of the uses which Policy E3 indicates as being permitted in a Primarily Employment Area.

The proposed development is therefore considered to be acceptable in principle and accords with Policy E3 of the Halton Unitary Development Plan and Policy CS4 of the Halton Core Strategy Local Plan.

6.2 Amenity

The site is located within a Primarily Employment Area and is located away from residential properties. It is not considered that the proposed storage use would have a significantly detrimental impact on the amenity of the locality.

In respect of amenity, the proposal is considered to accord with Policies BE1, E5 and PR2 of the Halton Unitary Development Plan and Policy CS23 of the Halton Core Strategy Local Plan.

6.3 Highway Implications

The Highway Officer has not raised any objection to the way in which the proposed development would be accessed utilising the existing access point.

The Highway Officer has commented that the proposal would have a maximum parking requirement of 9 spaces. The applicant has shown 9 car parking spaces (including 1 disabled car parking space) on the submitted plan.

The provision of secure, visible and covered cycle parking, in a prominent position has been requested and has now been incorporated into proposed steel portal frame industrial building to make appropriate provision for persons choosing to cycle to the site. Details on the type of cycle rack to be installed has been provided and its implementation should be secured by condition.

In relation to space for the servicing of the proposed units, the Highway Officer has not raised an objection to the proposed development and is therefore satisfied that there is sufficient space for vehicles servicing the proposed units to enter and exit the site in forward gear. The implementation of the parking and servicing proposed should be secured by condition.

In relation to pedestrian access to the proposed development, a separate pedestrian access gate is proposed which now links into the existing footway. It is also noted that the site is adjacent to the Busway and is also within 400m of the nearest bus stop offering access to the site by sustainable modes.

In conclusion, the proposal is acceptable from a highway perspective in compliance with Policies BE1, RG5, TP6, TP7 and TP12 of the Halton Unitary Development Plan.

6.4 External Appearance and Site Layout

The elevations show that the steel portal frame building would be of a functional appearance. The applicant also seeks planning permission for a number of portal buildings to provide additional storage (50sqm), office accommodation (45sqm), toilets (9sqm), canteen (18sqm) and drying room (7.5sqm). These structures are again functional in appearance and are ideally suited for use for a temporary period.

In terms of site layout, the site's appearance is softened by the soft landscaping (trees and hedgerows) and the site layout has been amended to ensure that the existing soft landscaping is retained and the proposed fencing is positioned in a manner which provides protection for it from within the site.

By virtue of the fact that the soft landscaping around the perimeter of the site would be retained, it is considered that this would provide some screening for the small portal buildings proposed so that the overall appearance of the site would be acceptable.

Material details are specified within the planning submission which are considered to be acceptable and result in appropriate appearance. The implementation of the materials detailed should be secured by condition.

The proposed site layout is considered to be logical and allows for functionality whilst also being of an appropriate design.

The attachment of the suggested condition would ensure compliance with Policies BE1 and BE2 of the Halton Unitary Development Plan and Policy CS18 of the Halton Core Strategy Local Plan.

6.5 Site Levels

Based on the site's topography, it is considered that appropriate relationships can be achieved in terms of appearance and relationships to the adjacent highways and Busway. It is considered that the submission of existing and proposed site levels for approval and their subsequent implementation can be secured by condition.

This would ensure compliance with Policy BE 1 of the Halton Unitary Development Plan.

6.6 Landscaping, Trees and Fencing

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

As stated above, the site's appearance is softened by the soft landscaping (trees and hedgerows) and the site layout has been amended to ensure that the existing soft landscaping is retained and the proposed fencing is positioned in a manner which provides protection for it from within the site.

It is considered that the retention of the soft landscaping would soften and screen the proposed development and would enhance the appearance of the site. The installation of tree protection fencing throughout construction works is considered to be reasonable and should be secured by condition.

One side of the application site (the Aston Lane South boundary) has a galvanised steel palisade fence located on it. This is not considered to be of a particularly high design standard and the applicant was seeking to enclose the

entire site with the same boundary fence type. This was not considered to be a satisfactory solution so the applicant has now changed the proposed fencing to a green paladin type. It is considered that this would blend in well with the existing soft landscaping and would tie in with the fencing that has been used on the northern side of Aston Fields Road which has been developed quite recently. A condition which secures the removal of the palisade fencing and the implementation of the green paladin fencing prior to the first use of the site is considered reasonable.

In order to protect breeding birds during the pruning of vegetation necessary to implement the proposed development, it is considered reasonable to attach a condition which ensures that these works are undertaken outside of breeding bird season or have been checked by an Ecologist if works need to be undertaken during that timeframe.

The attachment of the suggested conditions would ensure a satisfactory landscaping proposal in compliance with Policies BE1, GE21 and RG5 of the Halton Unitary Development Plan.

6.7 Ground Contamination

The site has no known land contamination issues, the site appears to have been open farm land until the development of the present car park and surrounding industrial estate. The proposed end use is also of very low sensitivity to the presence of land contamination. Therefore, no further information on land quality is required to demonstrate that the site is suitable for the proposed use.

The proposal is considered to be compliant with Policy PR14 of the Halton Unitary Development Plan and Policy CS23 of the Halton Core Strategy Local Plan.

6.8 Flood Risk and Drainage

It is noted within the observations of the LLFA that there was a discrepancy with the application form stating that the surface water would be disposed of using a sustainable drainage system, however the drainage strategy shows the surface water to be discharging to the existing surface water network. The applicant has confirmed that their intention is to discharge to the existing surface water network.

There is a requirement for a detailed drainage strategy for the site to be submitted.

The drainage strategy for the development should/shall demonstrate use of the drainage hierarchy, as described in Part H of the Building Regulations/ NPPF. The requirement for the submission of an appropriate drainage strategy and its subsequent implementation to satisfy both the Lead Local Flood Authority and United Utilities can be secured by condition.

This would ensure compliance with Policy PR16 of the Halton Unitary Development Plan and Policy CS23 of the Halton Core Strategy Local Plan.

6.9 Risk

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of major Hazard sites / pipelines.

Policy PR12 of the Halton Unitary Development Plan states that development on land within consultation zones around notified COMAH sites will be permitted provided that all of the following criteria can be satisfied:

- a) The likely accidental risk level from the COMAH site is not considered to be significant.
- b) Proposals are made by the developer that will mitigate the likely effects of a potential major accident so that they are not considered significant.

Whilst being within the consultation zone, the individual accidental risk level does not exceed 10 chances per million in a year. The proposal is therefore considered to accord with Policy PR12 of the Halton Unitary Development Plan.

It should also be noted that the HSE does not advise against the granting of planning permission on safety grounds in this case.

The pipeline operators have been consulted and have raised no objection to the proposed development, however their observations should be attached as an informative on the decision notice.

Accidental risk is therefore not considered to be a constraint to the proposed development.

6.10 Sustainable Development and Climate Change

Policy CS19 of the Halton Core Strategy Local Plan outlines some principles which will be used to guide future development.

NPPF is supportive of the enhancement of opportunities for sustainable development and it is considered that any future developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

The incorporation of facilities for charging plug-in and other ultra-low emission vehicles could be realistically achieved for this development and the introduction of an electric vehicle charging point scheme would be welcomed. The precise detail for this and its subsequent implementation should be secured by condition.

Based on the above, the proposal is considered compliant with Policy CS19 of the Halton Core Strategy Local Plan.

6.11 Waste Prevention/Management

Policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan are applicable to this application. In terms of waste prevention, construction management by the applicant will likely deal with issues of this nature through a Site Waste Management Plan.

In terms of on-going waste management, there is sufficient space on site to deal with this.

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

7. CONCLUSIONS

In conclusion, the proposal would bring a vacant site back into use for storage purposes within the Primarily Employment Area designation for a land use which is policy compliant. The proposed land use is considered to be sympathetic to surrounding land uses.

Sufficient space for parking and servicing would be provided for the proposed units. The site is within walking distance of bus stop and provision is made on site for cycle parking which provides opportunities for the site to be accessed by sustainable means.

The site layout is considered to be functional ensuring the retention of the existing soft landscaping and the overall proposal would be of an acceptable appearance.

The proposal is considered to accord with the Development Plan and would contribute to the achievement of sustainable development in Halton.

The application is recommended for approval subject to conditions.

8. RECOMMENDATION

Grant planning permission subject to conditions.

9. CONDITIONS

1. Time Limit – Full Permission.
2. Approved Plans.
3. Existing and Proposed Site Levels (Policy BE1)
4. External Facing Materials (Policies BE1 and BE2)
5. Removal of Palisade Fencing and Installation of Green Paladin Fencing (Policy BE1)
6. Tree and Hedgerow Protection (Policy BE1)
7. Breeding Birds Protection – (Policy GE21)

8. Cycle Parking Scheme – (Policy BE1 and TP6)
9. Electric Vehicle Charging Point Scheme – (Policy CS19)
10. Implementation of Pedestrian Link – (Policy BE1 and TP7)
11. Provision & Retention of Parking and Servicing – (Policy BE1 and TP12)
12. Ground Contamination - (Policy PR14 and CS23)
13. Drainage Strategy – (Policy PR16 and CS23)
14. Foul and Surface Water on a Separate System – (Policy PR16 and CS23)

Informatives:

1. United Utilities Informative.
2. BPA Informative.

10. BACKGROUND PAPERS

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

11. SUSTAINABILITY STATEMENT

As required by:

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

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