

APPLICATION NO:	20/00355/FUL
LOCATION:	Unit 2 Goddard Road, Astmoor Industrial Estate, Runcorn, Cheshire, WA7 1QF
PROPOSAL:	Proposed demolition of existing single storey office and replacement with a new two storey office and joining of the two existing industrial units with a link extension
WARD:	Halton Castle
PARISH:	None
AGENT(S)/APPLICANTS(S)	Summit Constructions/Tempo Pano Uk Ltd
DEVELOPMENT PLAN ALLOCATION:	Primarily Employment Area
National Planning Policy Framework (2019) Halton Unitary Development Plan (2005) Halton Core Strategy Local Plan (2013) Joint Merseyside and Halton Waste Local Plan (2013)	
DEPARTURE:	No
REPRESENTATIONS:	None
KEY ISSUES:	Principle of development, design, drainage, contaminated land and highway issues
RECOMMENDATION:	Approve
SITE MAP:	

1. APPLICATION SITE

1.1 The Site

The site subject of the application is Unit 2 Goddard Road in Runcorn. It measures approximately 1.50 Hectares in size and is located within Astmoor Industrial Estate. The site is occupied by two industrial buildings and a single storey office building. The site is located within a Primarily Employment Area as designated by the Halton Unitary Development Plan Map.

1.2 Planning History

There is no relevant planning history associated with this site.

2. THE APPLICATION

2.1 The Proposal

The proposed development involves the demolition of the existing single storey office. This would be replaced by a new two storey office. The two existing industrial portal frame buildings to the rear of the office would be linked together by adding a portal frame extension between them.

2.2 Documentation

The application is supported by the following documents:

- Supporting Planning Statement, Summit Constructions
- Geo-Environmental Phase 1 Desk Study, adeptus Consulting, Report No.:A200715-R01 Revision 1, Dated: July 2020

3. POLICY CONTEXT

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

3.1 National Planning Policy Framework

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

Paragraph 47 states that planning law requires for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on application should be make

as quickly as possible and within statutory timescale unless a longer period has been agreed by the applicant in writing.

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.”

Paragraphs 80-82 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.

3.2 Halton Unitary Development Plan (UDP) (2005)

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
- PR2 Noise Nuisance
- PR14 Contaminated Land
- PR6 Development and Flood Risk
- TP6 Cycling Provision as Part of New Development
- TP7 Pedestrian Provision as Part of New Development
- TP12 Car Parking
- E3 Primarily Employment Areas
- E5 New Industrial and Commercial Development

3.3 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
- CS15 Sustainable Transport
- CS18 High Quality Design
- CS19 Sustainable Development and Climate Change
- CS23 Managing Pollution and Risk

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 of New Development.

3.5 Supplementary Planning Documents (SPD)

- Design of New Industrial and Commercial Development SPD

4. CONSULTATIONS

- **HBC Highways**
1st round consultation: Objection
2nd round consultation: Issues have been resolved, no objection
- **HBC Contaminated Land**
No comments received at time of writing report
- **HBC Lead Local Flood Authority**
No objection subject to conditions
- **HBC Major Projects**
Support the application, no objections
- **Mersey Gateway Environmental Trust**
No comments received at time of writing report
- **Halton Chamber Of Commerce**
No comments received at time of writing report
- **United Utilities**
No objection

5. REPRESENTATIONS

The application was advertised by a press advert in the Widnes & Runcorn Weekly News on 23.07.2020, a site notice posted on 22.07.2020 and 13 neighbour notification letters sent on 23.07.2020. No representations have been received from the publicity given to the application.

6. ASSESSMENT

6.1 Proposed development

The proposal is a full planning application for the demolition of the existing single storey office and the proposed construction of a replacement two storey office building. The proposed office building would measure 12.8m by 38.3m and materials proposed consist of brick walls with glazed panels and a steel profile composite roof.

An extension is proposed to link the two existing industrial buildings together (located behind the proposed office building). The proposed extension would measure 14.1m by 30.7m with a max height of 10.2m. The proposed extension link would have steel profile walls and a roof to match the existing industrial buildings.

Given the increase in floor space proposed, additional car parking spaces, cycle parking and electric vehicle charging facilities will also be provided.

6.2 Principle of Development

The site is designated as a Primarily Employment Area in the Halton Unitary Development Plan (UDP). UDP Policy E3 highlights that development falling within Use Classes B1 (Business), B2 (General Industry) and B8 (Storage and Distribution) will be permitted in such areas. The proposals are considered to accord with this policy and the development can be considered appropriate in principle.

6.3 Design and Character

In terms of the external appearance of the proposed office building and industrial building extension link, these are considered to be of a good quality of similar style and character to surrounding buildings. Materials and colour will be consistent with those used for this type of development and other similar developments within the borough.

The elevations of the proposed office building will consist of brick and will be broken up by glazed panels. Profile cladding will be used for the external finish on the industrial building. Details of specific materials to be used can be secured by condition. The buildings and wider development are considered to be of a quality appropriate to the site and wider area.

6.4 Highway Considerations

The Council's Highways Officer has reviewed the proposed development. The submitted planning drawings indicated a total of 31 car parking spaces. When assessed against the maximum parking requirements set out within the Halton Unitary Development Plan, a development of this size requires a maximum of 62 car parking spaces. The Council's Highways Officer therefore objected to the proposed development given the lack of sufficient parking provision for the proposed development.

Amended plans have been submitted addressing these issues and there is now proposed provision for 60 standard car parking spaces, including 5

electric charging points together with 4 disabled parking spaces, 5 motorcycle or mobility scooter spaces and 16 cycle spaces. There is now sufficient parking provision to support the proposed development in accordance with Policy TP12 of the Halton Unitary Development Plan.

Further details are required with regards to refuse storage and collection proposals. It would be reasonable to secure these details by condition.

The proposal is considered to be acceptable and compliant with Policies BE1, TP6, TP7, TP12 and TP17 of the Halton Unitary Development Plan.

6.5 Flood Risk and Drainage

The application has been reviewed by the Lead Local Flood Authority who have commented as follows:

The site is a brownfield industrial site. The proposed development is not likely to affect the hardstanding area currently on site. The Environment Agency Long Term Flood Risk Maps show the site to have predominantly very low surface water flood risk, with a small area of medium surface water ponding, likely due to an area of lower ground between the two existing buildings.

The application mentions the applicant plans to drain the surface water to a watercourse, this is assumed to be the one 20m to the north of the site and drain foul waters by mains sewer.

Based on the above, the LLFA does not object to the proposed development, however further details would be required to confirm the drainage strategy is sufficient for the proposed development prior to the commencement of any building works being undertaken to ensure there is no increase in risk of flooding at the site.

The requirement for the submission of details of the implementation, maintenance and management of SUDs scheme for the disposal of surface water 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.

Further advice provided by the Lead Local Flood Authority and United Utilities can be attached as an informative.

6.6 Noise and Amenity

Given the location of the application site and the industrial character of the surrounding area, it is not considered that the impact of noise on amenity would be severe. There are no residential properties located nearby the application site, therefore it is considered that given the nature of the development and the location of the site, the proposed development would not result in a detrimental impact on amenity and is acceptable in accordance with Policy PR2 of the Halton Unitary Development Plan.

6.7 Contaminated Land

The application has been supported by the following document:

- Geo-Environmental Phase 1 Desk Study, adeptus Consulting, Report No.:A200715-R01 Revision 1, Dated: July 2020

Comments have not yet been received from the Council's Contaminated Land Officer. Members will be updated accordingly at Planning Committee Meeting.

6.8 Waste, Sustainable Development and Climate Change

The proposal involves construction activities and policy WM8 of the Joint Merseyside and Halton Waste Local Plan (WLP) applies. This policy requires the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste. In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.

The applicant has not provided information with respect to provision of on-site waste storage and management to demonstrate compliance with policy WM9 of the Joint Merseyside and Halton Waste Local Plan. It is considered that this can be secured by a suitably worded condition.

7. CONCLUSIONS

The application seeks permission for the demolition of the existing single storey office. This would be replaced by a new two storey office building. The two existing industrial portal frame buildings to the rear of the office would be linked together by adding a portal frame extension between them.

The proposed development is in accordance with Policy E3 of the Halton Unitary Development Plan and is considered to be appropriate development for the application site.

The quality of design replicates the character of the surrounding industrial area and offers a good quality of design in terms of proposed elevations and the proposed facing materials is considered to accord with the provisions of Policy E5, BE1 and BE2 of the Halton Unitary Development Plan.

The proposal is considered to be of a quality suited to the site and in keeping with the area and adjoining developments. It is considered that contaminated land and any other issues raised as a result of the original submission can be adequately addressed and that any outstanding issues can be resolved by way of oral update and appropriately worded planning conditions.

8. RECOMMENDATION

The application is recommended for approval subject to conditions and subject to the feedback provided by the Council's Contaminated Land Officer.

9. CONDITIONS

- Time
- Approved Plans
- Materials
- Vehicle access, parking and servicing construction prior to occupation
- Cycle parking details
- Electric vehicle charging details
- Drainage
- Site and finished floor levels
- Site waste management plan
- On-site waste storage and management

10. INFORMATIVES

- United Utilities

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 at the Council's premises at Municipal Building, Kingsway, Widnes, WA8 7QF in accordance with Section 100D of the Local Government Act 1972

12. 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.