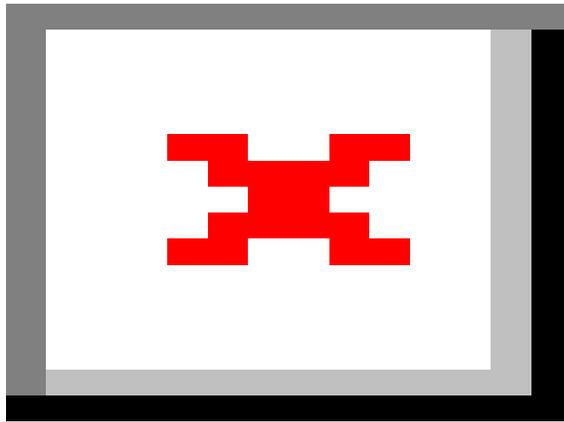


<b>APPLICATION NO:</b>	22/00130/FUL
<b>LOCATION:</b>	Land at 81 High Street Runcorn Cheshire. The site is located to the south of High street, Runcorn. It is approximately 0.25ha or previously developed land. The site comprises soft landscaping, some hard standing and a vacant former commercial building.
<b>PROPOSAL:</b>	<p>The proposal is for the demolition of an existing building and the erection of up to 66 independent living apartments with ancillary support services and communal facilities, together with associated landscaping amenity spaces and car parking.</p> <p>The units would be 100% affordable comprising 32 X 1 bed apartments and 34 X 2 bed apartments</p>
<b>WARD:</b>	Mersey & Weston
<b>PARISH:</b>	None
<b>APPLICANT:</b>	Anwyl Partnership.
<b>AGENT:</b>	
<b>DEVELOPMENT PLAN:</b>	<b>ALLOCATIONS:</b>
Halton Delivery and Allocations Local Plan (2022)	Residential Allocation – R69.
Joint Merseyside and Halton Waste Local Plan (2013)	
<b>DEPARTURE</b>	No.
<b>REPRESENTATIONS:</b>	Representations from 4 contributors have been received from the publicity given to the application.
<b>KEY ISSUES:</b>	Suitability of Use, Design, Impact on Amenity, Parking and Ecology.
<b>RECOMMENDATION:</b>	Approve subject to conditions.

<b>SITE MAP</b>	
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## **1. APPLICATION SITE**

### **1.1 The Site**

Land at 81 High Street Runcorn Cheshire is located to the south of High Street, Runcorn. It is approximately 0.25ha of previously developed land. The site comprises soft landscaping, some hard standing and a vacant commercial building. There is existing vehicular access off the High Street.

Located to the east of the site is the Chambers Public House with the Bridgewater Canal to the south and the A533 beyond.

The site is located just outside/abutting the Runcorn Old Town boundary which is a designated District Centre in the Halton Delivery and Allocations Local Plan.

## 1.2 Planning History

**98/00147/ALTDIS- (S32)** -Formation of steps and ramp.

**02/11195/A- (PER)** -Illuminated fascia box sign – Granted

**02/18073/A- (PER)** -Double sided illuminated sign – Granted

**02/26256/A- (PER)** -Illuminated projecting sign and fascia signs – Granted

**02/4572/A- (PER)** -Illuminated sign – Granted

**07/00072/FUL- (PER)** -Proposed demolition and redevelopment of existing buildings to form mixed use development comprising 359 sq.m. of commercial space (A1, A2 and B1 Use Classes) together with 77 No. one and two bed apartments with residential car parking and landscaping – Granted

**10/00316/S73- (WDN)** -S73 application to vary condition No.2 of planning permission 07/00072/FUL to extend the permission expiration for a further 3 years at – Withdrawn

**14/00252/ADV- (PER)** -Application for advertising consent for 1 no. illuminated fascia sign and 1 no. illuminated projecting sign – Granted

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## **2. THE APPLICATION**

### The Proposal

The proposal seeks Full planning permission for the demolition of an existing building and the erection of up to 66 independent living apartments with ancillary support services and communal facilities, together with associated landscaping, amenity space and car parking.

The scheme would comprise of 100% affordable apartments of which there would be 32 X 1 bed apartments and 34 X 2 bed apartments.

### Documentation

The application is accompanied by the associated plans in addition to a Waste Management Plan, Air Quality Screening Report, Arboriculture Assessment, Design and Access Statement, Drainage Strategy, Ecological Impact Assessment, Flood Risk Assessment and update, Heritage and Archaeological Desk Based Assessment, Phase 1 & 2 Geo-Environmental Assessment, Older Person Housing Need Assessment, Planning Statement, Statement of Community Involvement, Transport Statement and Travel Plan.

### **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
- CS(R)3 Housing Supply and Locational Priorities
- CS(R)12 Housing Mix and Specialist Housing;
- CS(R)13 Affordable Homes;
- CS(R)15 Sustainable Transport;
- CS(R)18 High Quality Design;
- CS(R)19 Sustainable Development and Climate Change;
- CS(R)20 Natural and Historic Environment;
- CS23 Managing Pollution and Risk;
- RD1 Residential Development Allocations
- RD4 Greenspace Provision for Residential Development
- C1 Transport Network and Accessibility;
- C2 Parking Standards;
- HC5 Community Facilities and Services;
- HE1 Natural Environment and Nature Conservation;
- HE5 Trees and Landscaping;
- HE7 Pollution and Nuisance;
- HE8 Land Contamination;
- HE9 Water Management and Flood Risk;
- GR1 Design of Development;
- GR2 Amenity;
- 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:

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

#### **MATERIAL CONSIDERATIONS**

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

### 3.3 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in July 2021 to set out the Government's planning policies for England and how these should be applied.

#### 1.1 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.

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 made 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."

Paragraph 59 states that "to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay."

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.

### 3.4 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.

### 3.5 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 SUMMARY – FULL RESPONSES CAN BE LOCATED AT APPENDIX 1.**

**Highways and Transportation Development Control**

No objections subject to conditions relating to a Car Park Management Plan (CPMP) and a comprehensive site specific Demolition and Construction Phase Management Plan.

### **Lead Local Flood Authority**

Greenfield and brownfield runoff rates have been estimated for a range of storm events.

It is proposed that discharge rates would be restricted to 5l/s which represents a decrease in runoff of rates of more than 50% during the 1% AEP storm event. Assuming that infiltration drainage is ruled out following infiltration testing or the identification of high groundwater levels, the proposed discharge rate is considered to be acceptable.

Infiltration testing has not been undertaken as requested within the pre-application advice provided by the LLFA.

The strategy assesses a range of SuDS measures for use within the site. Green roofs are excluded on the basis that plant equipment is required within the apartment building. This reason does not appear to be valid. The extensive flat roof proposed could potentially be made into a green roof which would offer multiple benefits to the amenity value of the development and to the control of water quality and quantity of site runoff. Further explanation is required for excluding this flow control measure.

- Rainwater harvesting is also excluded on the basis of the limited water usage within the development. The LLFA does not accept that a development with 66 residential dwellings would not be able to utilise water harvested from the roof and requires that further justification is provided before this option is discounted.

- Calculations presented identify that whilst no flooding would occur at the surface during the 3.33% AEP rainfall event, flooding would occur during the 1% AEP + 40% rainfall event. As the 3.33% AEP event with an uplift for climate change has not been assessed, it is unclear whether the proposed system would have capacity to avoid flooding during a 3.3% AEP storm once the effects of climate change have been realised.

- A maintenance management plan has been presented identifying that a management company would be responsible for maintenance and identifies routine activities.

The LLFA notes that the development generally has a low risk of flooding and that a viable surface water management strategy has been identified. However, the assessment of canal flood risk is high level and consultation with the canal operator has not been undertaken as specifically requested within pre-application advice. It is also unclear whether the canal operator

would have any objections to the construction of the development immediately adjacent to the canal.

In addition to the concerns regarding the risk of canal flooding, the LLFA notes that more sustainable surface water management options appear to have been dismissed without detailed consideration. This approach is not in accordance with Policy HE9 of the recently adopted Local Plan which requires developers to demonstrate that the most sustainable drainage option would be adopted.

On the lack of information regarding flood risk and the application of the SuDS Hierarchy, the LLFA would object the development as proposed. In order to rectify this the LLFA have recommended that the applicant undertake an addendum to the Flood Risk Assessment to address the residual flood risk from the canal, including access and egress for residents and management of the flood risk should something happen to the canal. Member will be update on the submission of this additional information.

In response to the above comments the applicant has submitted an updated Flood Risk Assessment (Flood Risk Assessment September 202221223-HYD-XX-XX-RP-FR-0001).

The LLFA responded stating that the development generally has a low risk of flooding and that a viable surface water management strategy has been identified. Requesting that should the LPA be minded to approve on this basis, the LLFA would recommend a prior to occupation condition for a site emergency flood plan, in order to ensure residents of the site will be kept safe if the canal were to fail and flood the site.

### **United Utilities**

UU raised concerns over the lack of evidence surrounding the drainage hierarchy to accompany the submission, therefore the proposal not being in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems. Additional information has been supplied to UU and an update will be supplied to Members.

### **Merseyside Environmental Advisory Service – Ecology and Waste Advisor**

MEAS have advised that there are no pathways that could result in likely significant effects on the national and international sites and that a HRA is not required.

MEAS requested that the details of the surveyors who undertook the Ecology Study be provided prior to determination of the planning

application, these have now been provided and the Council are satisfied that this request has been addressed.

During the PEA, gaps were noted on the remaining building which were considered to provide moderate potential for roosting bats. As recommended by the applicant's ecological consultant, an emergence and re-entry bat survey was required prior to determination, this has now been provided and found to be acceptable by MEAS. Bats are protected species and Local Plan policy CS(R)20 applies. Protected Species are a material consideration. The survey and report are essential to determine if bats are present.

In order to address concerns over the loss of built features or vegetation on site that may provide nesting opportunities for breeding birds, MEAS have requested conditions to mitigate this issue.

The applicant has previously undertaken remediation works to deal with the presence of Japanese Knot Weed on the site; MEAS request that a prior to commencement condition is imposed to address this issues.

#### **Natural England**

No objections received.

#### **Cheshire Police**

No objection received and the recommendation is that design is in conformity with the principles of secured by design.

#### **Peel**

In respect to these submitted proposals, BCCL does not object to the principle of this development. However, having reviewed the accompanying plans and drawings our Canal Engineers have raised the following observations and significant concerns which should be considered as material when the LPA are reviewing these proposals.

1. The development, albeit not clear on the submitted plans, includes the construction of a substantial retaining feature directly adjacent to the towpath, within close proximity to our waterway. No details have been provided to indicate the formation of this feature and what protection measures will be incorporated during, and post the works, to ensure the Canal is not impacted as a result of these proposals. We would expect detailed evidence be provided in support of the new retaining feature, this information being submitted to the BCCL Canal Engineers to allow them to fully determine, in their own opinion, whether there is any impact on our waterway. It will be at the absolute discretion of the Canal Engineers as to whether there is or isn't an impact.

2. Any piling works within the proximity of the Canal will need to be reviewed and then monitored by the BCCL Canal Engineers to ensure the resulting vibrations do not damage our Canal Wall.

3. Due to the proximity of the development to the Canal and the likelihood large plant and machinery will be operating up to our ownership boundary, we request the applicant provides details of their safe working practices and techniques, which again confirm that the Canal will not be adversely impacted throughout these works. These should include limits on where large machinery will be located, including load calculations if applicable, as well as details of how our Canal will be protected from debris entering our waterway.

4. It is noted that the proposals include an amended pedestrian access on to the Canal towpath. As with matter 1.

BCCL Canal Engineers must be provided detailed designs to support these proposals – including calculations to confirm there will be no increased loading on the Canal Wall during and as a result of these works. The use of any new access will also require formal approval from the BCCL, its operation being formalised by way of a commercial licence agreement between the landowner and Canal Company.

5. The recently adopted Local Plan for Halton (2nd March 2022) confirms and reiterates the important role the Bridgewater Canal plays in the Borough; the Bridgewater Way being seen as key in relation to walking and

2 cycling opportunities. BCCL supports and welcomes the use of its towpaths by Pedestrians and Cyclists alike, but in doing so ask that developments which benefit from their proximity to this unique opportunity contribute financially, though S106 or other means, towards the improvement of this recreational asset.

In consideration of the above, BCCL issued a HOLDING OBJECTION to the proposal, until provided and afforded the opportunity to review the above-mentioned detailed information. BCCL reserves the right to make further submissions.

It has now been confirmed that additional information supplied to BCCL by the applicant is satisfactory and that, in principle, the proposal is acceptable on the proviso that Anwyl undertake all BCCL costs for consultant engineers to review the pile design and site supervision/monitoring during the installation of the piles. Anwyl agree to all BCCL standard costs for permitting the restriction of the towpath and it should be noted, that should this section be a PRoW, ANWYL will be responsible for any application for permissions from the council (any costs for this are additional to BCCL at costs).

### **Open Spaces**

No objections received

## **Archaeology**

The application sits within the area of archaeological potential as defined in the Cheshire Historic Towns Survey, which is based on research conducted during the 1990s and forms part of the Cheshire Historic Environment Record.

The application is supported by various documents, one of these is the Heritage and Archaeological Desk Based Assessment which outlines the historic and archaeological background of the site.

The submitted supporting documents along with the information held on the Cheshire Historic Environment Record, it is clear that while the DBA does not suggest the potential for archaeological remains, there does appear to be some structures seen on the mapping which would suggest some archaeological deposits are likely to be present on the site. On the first edition OS Map of the area, there are several structures located within the proposed development area, these structures are still visible on the RAF aerial images, and while the building seen on the later mapping and on the 1983 aerial images will have likely destroyed much of the remains of these structures, there are small pockets of undeveloped areas which are likely to have below ground remains relating to these structures.

During the proposed development, it is likely that the work will disturb the remains of the first edition OS map structures and therefore a programme of archaeological observation should be undertaken in order to identify and record any below ground remains of these structures. This programme of archaeological observation should take the form of a developer funded watching brief during key stages of the development. These key stages include; the initial top soil clearance of the site, excavations for foundations, excavations for services. This work may be secured by condition.

## **Halton Regeneration manager**

No objections, it was noted that Regeneration support this application for what is a key site on the High Street. The majority of the site has been vacant for many years and this development would bring life back to this site. The proposals form part of one of the seven Runcorn Towns Fund projects and the use is important to the town centre as the additional residents will help support the current retail and services located within the town centre.

## **Contaminated Land**

The Contaminated Land Officer does not object to the proposal but has noted that as part of the risk assessment the reports assume that the site will not have any areas of soft landscaping/gardens, with hardcover

breaking any potential pollutant linkage, i.e. there will not be a viable route to exposure to the contaminated soil. However, this is not the case, and therefore the risk assessment needs to be re-visited and either the contaminant concentrations need to be shown to not be significant through appropriate risk assessment or a remedial strategy needs to be developed.

The required amendments to the contaminated land risk assessment need to be submitted and agreed, however this can be conditioned through providing a revised risk assessment and supporting remedial strategy, along with verification reporting upon completion of such remedial activities.

### **HSE**

The HSE does response was that they do “Not Advise Against”, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case

## **5. REPRESENTATIONS**

The application has been advertised via the following methods: site notices posted near to the site, press notice and Council website. 133 Surrounding neighbouring properties have been notified by letter. Four objections were received 3 from residents and one from the Runcorn Development Heritage Trust. The comments received are summarised below:

- Loss of characterful buildings
- Loss of street scene
- Layout – orientation of gardens on the site
- Over development of the site
- Retaining feature canal side, could impact the waterway
- Piling works proximity could damage the canal wall
- Plant and machinery workings close to Peel ownership boundary
- Increased loading on the canal wall
- Air quality and noise issues
- Increase impact on traffic
- Heritage Assessment methodology concerns
- The demolition of a non-designated heritage asset
- Parking courtyard having a negative impact on the character of the area
- The rear elevation not responding to the pedestrian nature of the canal towpath

## 6. ASSESSMENT

### Principle of Development

The site is allocated for residential use as R69 (policy RD1) in the Halton Delivery and Allocations Local Plan. The policy is intended to assist in the delivery of residential opportunities ranging in type, scale and distribution to cater for differing sections of the housing market.

The proposal would seek to deliver 66, 100% affordable apartments to cater for the 55+ housing market.

The proposed development is considered to be acceptable in principle in compliance with Policies CS(R)12, CS(R)13, GR1, C1 and C2 of the Halton Delivery and Allocations Local Plan.

### Highways, Transportation and Accessibility

The site is located in the town centre, with accessibility to the services and amenities of the centre of Runcorn, including the railway station and bus interchange as well as pedestrian facilities such as the Bridgewater Way and the local parking provision, will provide residency for those +55 years old (which will be a condition applied to the granting of permission) and offer sheltered accommodation services to provide for the needs of elderly residents with mobility and/or disability issues in an ageing population.

With regards to Policy C2: Parking Provision the scheme proposes 28 car parking spaces, given the aforementioned favourably accessible location, for all modes, and stipulated demographic of the residents, as well as the additional application of a Car Park Management Plan condition, to manage the demand and supply of the on-site parking provision, the amount of parking offered, for all modes, is considered appropriate and in accordance with Policy C2 of the Delivery and Allocations Local Plan.

### Flood Risk and Drainage

The application is supported by a Flood Risk Assessment, updated Flood Risk Assessment and Drainage Strategy in accordance with policy HE9 of the Delivery and Allocations Local Plan. The LLFA, have worked with the applicant to address the flood risk issue from the Canal and additional work in the form of an addendum/update to the FRA. This has been reviewed by the LFFA who are satisfied that the development generally has a low risk of flooding and that a viable surface water management strategy has been identified. They have requested that a condition be included on any approval should the application be approved to include an

evacuation plan for residents of the development should the development flood.

### Ground Contamination

The application is supported by a detailed Phase 1 and Phase 2 Geo-Environmental Assessment Report. However, further amendments to the contaminated land risk assessment need to be submitted and agreed, by the applicant supplying a revised risk assessment and supporting remedial strategy, along with verification reporting upon completion of such remedial activities. This information which can be supplied as part of a condition in order to satisfy the requirements of policies CS23 and HE8 of the Halton Delivery and Allocations Local Plan.

### Ecology

The proposal is considered acceptable from an Ecology perspective compliant with Policies CS(R)20 and HE1 of the Halton Delivery and Allocations Local Plan as set out.

### Historic Environment

The applicant has submitted a Heritage and Archaeological Desk Based Assessment in line with HE2 of the DALP. While the site is not a designated heritage asset or within a conservation area the site is in close proximity to two heritage assets including 58 High Street a Grade II located opposite the site and Bank House, High Street adjacent to the site.

The Heritage and Archaeological Desk Based Assessment concludes that the site does not contribute to the significance of the heritage assets and whilst the proposal will be visible to and from the assets the visibility does not amount to any harm to their significance nor does the site contribute to their significance, this is confirmed by Cheshire West and Chester's Heritage Officer in their consultation response. Overall the site will enhance the area by developing a vacant overgrown site on a key site within the area.

In relation to the potential archaeological issues on the site, CWAC have noted that the proposed development works are likely to disturb the remains of the first edition OS map structures. Therefore, a programme of archaeological observation should be undertaken in order to identify and record any below ground remains of these structures. This programme of archaeological observation should take the form of a developer funded watching brief during key stages of the development. These key stages include; the initial top soil clearance of the site, excavations for foundations, excavations for services this would be required in order to

satisfy the requirements of policy HE2 of the DALP. However, this work may be secured by condition.

The following condition has been recommended:

*“No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. The work shall be carried out strictly in accordance with the approved scheme.*

*Reason: In accordance with Policy HE2 of the Halton Delivery and Allocations Local Plan”*

### Layout

The proposed site will retain and improve access via High Street, as well as the permeability through the site lining Runcorn High Street and the existing tow path along the Bridgewater Canal.

The layout strengthens the street frontage along the High Street, creating a focal point with Devonshire Place.

The outward facing development draws on the requirements of policy HE3 and GR1 by creating a visually attractive place and layout that is well integrated with the surroundings, this is evident through the development having an outward facing element towards the Bridgewater Canal.

Overall, the layout of the proposed development is considered to be acceptable and compliant with Policies CS(R)18, HE3 and GR1 of the Halton Delivery and Allocations Local Plan.

### Scale

The proposed building would be five storey in height and larger than those adjacent, however it is considered acceptable in respect of scale and would provide residential opportunities to meet the residential needs of the Borough. The proposal is considered to be acceptable in terms of scale and compliant with Policy GR1 of the Halton Delivery and Allocations Local Plan.

### Appearance

The elevations show that buildings proposed would be of an appropriate appearance with variety in materials to add interest to the overall external appearance. Some detail on the external facing materials to be used is

provided which is considered acceptable in principle. However, the submission of precise details should be secured by condition along with implementation in accordance with the approved details. This would ensure compliance with Policies CS(R)18 and GR1 of the Halton Delivery and Allocations Local Plan.

#### Trees and Landscaping

There is limited space on site, however it is considered that there is some potential and it is appropriate to attach a landscaping condition to ensure appropriate planting on the site is delivered in accordance with the soft/hard landscaping schemes submitted as part of the application.

This would ensure compliance with Policies GR1 and HE5 of the Halton Delivery and Allocations Local Plan.

#### Sustainable Development and Climate Change

Policy CS(R)19 of the Halton Delivery and Allocations Local Plan requires development to be designed to have regard to the predicted effects of climate change.

The attachment of a condition securing the submission of a scheme detailing such matters along with their subsequent implementation will ensure compliance with Policy CS(R)19 of the Halton Delivery and Allocations Local Plan.

#### Waste 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 deal with issues of this nature and based on the development cost, the developer would be required to produce a Site Waste Management Plan.

The submission of a waste audit should be secured by condition.

In terms of on-going waste management, there is sufficient space within the development to deal with this as demonstrated by the proposed site layout and in the Design and Access Statement. The proposal is considered to be compliant with policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan.

#### Public Safety

The site is located within the consultation distance of at least one major hazard site and/or major accident hazard pipeline the HSE have “Not Advise Against” development, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Therefore the development meets the criteria of policy CS23 in relation to risk.

#### Issues raised in the representations not addressed above

Concerns have been raised that the methodology in relation to the Heritage Assessment was outdated, this did not raise any concerns with the CWAC Heritage Consultants appointed on behalf of Halton Council and the Council are satisfied that the information supplied by the applicant has been undertaken accurately and professionally.

#### Planning Balance

Based on the above assessment subject to the satisfactory resolution of the drainage issues, the proposed development would bring a vacant site back into use in a sustainable location. It would also provide a greatly needed source of affordable housing for the area.

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.

## **7. CONCLUSIONS**

In conclusion, the proposal would result in the development of a vacant site for affordable residential purposes in accordance with the Delivery and Allocations Local Plan.

The development would have a positive impact on the area and the waterfront locations along the Bridgewater Canal.

The proposal is considered acceptable from a highway perspective making appropriate provision for parking whilst also showing commitment to sustainable travel.

The proposed site layout is considered to provide active frontages onto the High Street, Devonshire Place and the Bridgewater Canal towpath resulting in the delivery of a well-designed attractive building. The application is recommended for approval subject to conditions.

## **8. RECOMMENDATION**

It is recommended that the application be granted subject to planning conditions.

## **9. CONDITIONS**

1. Time Limit – Full Permission.
  2. Approved Plans.
  3. Restriction on Use.
  4. Implementation of External Facing Materials (Policies CS(R)18 and GR1)
  5. Submission of Landscaping Scheme and subsequent maintenance (Policy GR1)
  6. Japanese Knot Weed Method Statement/ validation
  7. Revised risk assessment and supporting remedial strategy, along with verification reporting upon completion of such remedial activities (HE8)
  8. Electric Vehicle Charging Points Scheme (Policy C2)
  9. Parking and Servicing Provision – (Policies C1 and C2)
  10. Car Park Management Plan (Policy C2)
  11. Off Site Highway Works – (Policy C1)
  12. Implementation of Cycle Parking Scheme – (Policy C2)
  13. Residential Travel Plan (Policy C1)
  14. Details of the external buggy store (GR1/C1)
  15. Implementation of Drainage Strategy – (Policies CS23 and HE9)
  16. Flood Evacuation Plan (CS23/HE9)
  17. Programme of Archaeological work (Policy HE2)
  18. Sustainable Development and Climate Change Scheme – (Policy CS(R)19)
  19. Submission and agreement of a site wide waste management plan (WM8)
  20. Restricting gates/ barriers to the car park entrance
- Informatives
- a.1. Considerate Constructors Informative.
  - a.2. Cheshire Police Informative.
  - a.3. Landscaping Informative.
  - a.4. Peel 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 (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.