

REPORT TO: Development Control Committee
DATE: 10 August 2009
REPORTING OFFICER: Strategic Director - Environment
SUBJECT: Planning Applications to be determined by the Committee.

The following applications for planning permission are submitted to the Committee for consideration with a recommendation in each case. Those applications marked * are considered to have significant employment implications.

An Amendments List, containing the categorisation of planning applications, additional information and amendments to recommendations, will be circulated to Committee Members before the meeting together with plans showing the location of each application site. Those applications now before the Committee, where the planning issues are considered clear by the Chairman, will be included in List A. Unless a Member considers that additional information is required on a particular application in List A it is **RECOMMENDED** that each of the applications be determined (whether for approval or for refusal) in accordance with the conditions or the reasons printed in the Agenda and in the Amendments List previously circulated.

The remaining applications are included in List B. Together with those applications about which Members require further information, List B applications will be considered following determination of applications remaining in List A.

PLAN NUMBER: 09/00224/COU
APPLICANT: Continuum Care and Education Group
PROPOSAL: Change of use from existing ground floor office to 3 residential care bedsits at
ADDRESS OF SITE: 1 Peel House Lane, Widnes, WA8 6TN
WARD: Appleton
SUMMARY RECOMMENDATION:
Approve subject to conditions

CONSULTATION AND REPRESENTATION:

The application was advertised by way of a site notice displayed near to the site and a press notice. The nearest affected occupiers of the adjacent residential properties were notified by letter.

The Health and Safety Executive has been consulted, and does not advise against the proposal. The Council's Highway Engineer and the Health and Community Divisional Manager have also been consulted. No objections have been raised.

At the time of writing the report six representations had been received from local residents raising the following concerns; the applicant company do not have a good reputation locally; the information provided in the application; residents who would live in the property; work has begun on the site before planning permission has been granted.

SITE/LOCATION

No; 1 Peel House Lane, Widnes, which has previously been, used as a doctor's surgery and more recently an office for Green Corns, a care provider, now called Continuum.

RELEVANT HISTORY:

Planning permission (02/00237/COU) granted for the change of use from a doctor's surgery to offices (B1) in 2002.

UNITARY DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The following Unitary Development Plan policies and policy documents are relevant to this application: -

BE1 General Requirements for Development
BE2 Quality of Design
TP12 Car Parking
H8 - Primarily Residential Areas

OBSERVATIONS AND ISSUES:

Planning permission is sought for the change of use of the ground floor of an existing office building to three residential care bed-sits (Use Class C2).

The building has previously been used as a doctor's surgery, and more recently as an office building by Green Corns, a company which is now called Continuum Care (the applicant).

The proposal is to convert the ground floor into 3 small self contained flats, staff office and toilet facilities, and a communal lounge area. The first floor of the building would be retained as office space for employees.

The Company would provide transitional accommodation for three care leavers between the ages of 16 and 21, with care assistance provided by on-site staff.

Policy

The property is located within an area designated as primarily residential in the Halton Unitary Development Plan. Residential institutions are considered to be acceptable in these areas. The proposal would not detract from the character of the area or the amenity of local residents, and the development would not result in an over concentration of non-dwelling uses in the area.

Amenity of local residents

Six representations have been received from local residents raising concerns over the type of use and that the company does not have a good reputation locally. Further concerns have been raised that the work has begun on the site before planning permission has been granted. In response to this point it should be noted that the proposal is for a change of use of the building, currently no change of use has occurred in that no one is living there. All the works that are being carried out are internal and do not require planning permission, therefore this is out of planning control. The applicant is aware that Building Regulation approval is required and has submitted an application to the Building Control Department.

Further comments have been received in relation to the level of information provided in the application.

Highway safety

The Highways Department has not objected, as any parking needs can be provided on street. Given the previous uses of the site and taking into account the property is within close proximity to the town centre, it is considered that off-street car parking is not required, and a refusal on these grounds could not be justified.

Conclusion

The proposed change of use from a ground floor office to three residential care bedsits is considered to be an acceptable use in the primarily residential area and complies with Policy H8 of the Unitary Development Plan. The proposal would not be detrimental to the character of the area or the amenity of local residents, and the development would not result in an over concentration of non-dwelling uses in the area. The site is in close proximity to the town centre, and off-street car parking is not required, the proposal complies with Policies BE1, BE2, and H8 of the UDP.

RECOMMENDATION:

Approve, subject to the following conditions:

- 1) Standard time limits condition (BE1)
- 2) Condition for full details of bin storage (BE1)

PLAN NUMBER: 09/00244/FUL

APPLICANT: Northwest Development Agency

PROPOSAL: Proposed three-storey Innovation Centre (grow on building) with car parking/ motorcycle shelter and external landscaping.

ADDRESS OF SITE: Land at Plot 1, Daresbury Science & Innovation Campus, Keckwick Lane, Daresbury, Runcorn

WARD: Daresbury

SUMMARY RECOMMENDATION:

Approve subject to conditions

CONSULTATION AND REPRESENTATION:

The application has been advertised by way of press and site notices. Neighbours and Daresbury and Moore Parish Council have been consulted.

The Council's Highways, Landscape and Environmental Health Officers have been consulted, as have The Environment Agency, Manchester Ship Canal Company, Health and Safety Executive, United Utilities, Shell Ltd, Northwest Regional Development Agency and the Highways Agency.

The Health and Safety Executive, Shell UK Ltd and United Utilities, the Council's Landscape Services, Environmental Health and Highways have raised no objection to the application but have suggested conditions.

Daresbury Parish Council has raised the following issues:

- The lighting of the development - the Parish Council wish to see this restricted due to its location and in terms of reducing any impact on the environment.
- The landscaping for the proposal should be similar to that previously approved

- The Parish Council wishes to see the use of the site restricted to relate to work connected with science and the use of the adjacent Laboratories.

Any significant issues and comments raised are covered later within the Observations and Issues Section of this report.

SITE/LOCATION:

Area of land adjacent to the Cockcroft Institute and Daresbury Expressway.

RELEVANT HISTORY:

Outline application No. 01/00738/OUTEIA for a proposed Science Park comprising office building and incubator building (maximum 27,000 sq.m.) is relevant as is application 08/00208FUL for a three storey office block on this site which was approved in 2008. This application was submitted by St Modwen Plc. Application 02/00414/FUL for the proposed erection of 2 No. three storey buildings, roads and services, is also of relevance. These two buildings are on the adjoining site to which this application relates.

UNITARY DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The site is allocated as a regional investment site in the Unitary Development Plan. The key policies of relevance are:

E1 Local and Regional Employment Land
BE1 General Requirements for Development
BE2 Quality of Design
TP12 Car Parking
TP16 Green Travel Plan
E1 Local & Regional Employment Land Allocations
E5 New Industrial and Commercial Development

OBSERVATIONS AND ISSUES

The application seeks permission for the proposed erection of a three-storey Innovation Centre (grow on building) with associated vehicular & pedestrian access, car parking and landscaping.

Policy Considerations.

The site is designated as a regional investment site in the Halton Unitary Development Plan for uses within Class B1 (a) offices and (b) research and development, studios, laboratories, 'high tech' uses. As such the proposed uses are considered acceptable.

Scheme Design and Quality

The proposed three-storey building is of a modern design, which will be clad by a mixture of blue/grey brick, composite panels and curtain walls. The number of opening and window locations has been developed closely with the ventilation strategy to make sure that there are enough opening windows to allow natural ventilation.

Visual perspectives of the building show that the development has minimal impact on the green belt and adjacent countryside. The building is orientated to the existing campus and future development.

Drainage and Flooding

The drainage of the plot will utilise the existing Sustainable Urban Drainage System (SUDS) and attenuate into the existing wildlife habitat pond in front of the Innovation Centre. United Utilities have confirmed that they raise no objection.

Highways

The highways and infrastructure network surrounding the campus has been upgraded as part of the outline planning permission. The parking shown on the plan provides 127 space and 14 sized disabled spaces. The proposal also offers sheltered cycle and motorcycle storage with shower facilities for building users to promote sustainable transport to and from work.

There is already an existing travel plan for the campus and it is therefore recommended that a condition be added to include this development within the travel plan with an annual monitoring report to be submitted to the Council.

Summary and Conclusions

The site is designated as a regional investment site in the Halton Unitary Development Plan for uses within Class B1 (a) offices and (b) research and development, studios, laboratories, 'high tech' uses. As such the proposed uses are considered acceptable in principle.

The proposal is considered to offer a high quality development which is compatible and complementary to its surroundings.

RECOMMENDATION:

Approve subject to conditions relating to the following:

1. Wheel cleansing facilities. (BE1)
2. Vehicle access, parking, servicing etc to be constructed prior to occupation/ commencement of use. (BE1)
3. Requiring implementation of Travel Plan (TP16)
4. Restriction of the use (E5)

PLAN NUMBER: 09/00250/HBCFUL

APPLICANT: Halton Borough Council

PROPOSAL: Proposed remediation and restoration of golf course (including the diversion of Steward's Brook) at

ADDRESS OF SITE: St Michaels Jubilee Golf Course, Dundalk Road, Widnes

WARD: Riverside

SUMMARY RECOMMENDATION:

Approve subject to conditions

CONSULTATION AND REPRESENTATION:

A site notice displayed near to the site and a press notice advertised the application. The nearest affected occupiers of the adjacent residential properties were notified by letter.

The Health & Safety Executive, United Utilities, National Grid, and the Environment Agency, have been consulted. The Council's Highway Engineers and Landscape Officers have been consulted.

United Utilities have no objection to the proposal. They have highlighted the presence of a rising main and other sewers within the site and will not permit building over them.

The Health and Safety Executive does not advise against the proposal.

At the time of writing this report no formal comments had been received by National Grid or the Environment Agency. The Environment Agency has been involved in the restoration scheme and the design of Stewards Brook. Updates will be provided for the committee.

SITE/LOCATION

The site consists of the northern part of St Michaels Jubilee Golf Course, off Dundalk Road, located approximately 1km away from Widnes Town Centre. The site covers an area of 32.6 hectares of overgrown landscaping/golf course and an open stretch of Steward's Brook runs for approximately 600m across the north of the site.

RELEVANT HISTORY:

Planning permission granted (2/2950/PB) for the clubhouse.

Previously the Golf Course site has undergone restoration schemes in the 1970s and 1980s.

UNITARY DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The following Council's Unitary Development Plan policies and policy documents are relevant to this application: -

S4 Pollution and Human Health
S6 Reuse and Remediation of Previously Used or Contaminated Land
BE1 General Requirements for Development
BE2 Quality of Design
BE22 Boundary Walls and Fences
GE6 Protection of Designated Green space
GE12 Protection of Outdoor Playing Space for Formal Sport and Recreation
GE10 Protection of Linkages in Green space Systems
PR1 Air Quality
PR5 Water Quality
PR6 Land Quality
PR14 Contaminated Land
PR15 Groundwater
PR16 Development and Flood Risk
TP12 Car Parking

OBSERVATIONS AND ISSUES:

The Development

Planning permission is sought for the restoration and associated landscaping works and the diversion of Steward's Brook at St Michaels Jubilee Golf Course, Dundalk Road, Widnes. The existing golf course has been closed since 2004 after contaminated soils were found in certain areas of the site which pose a significant risk to human health.

The purpose of this restoration scheme is to break the linkages between these pollutants and their potential receptors, users of the golf course and Steward's Brook to the north.

The proposal is to do this by providing a 500mm clean cover system over three areas of the site, which have been identified as containing these elevated concentrations of contaminants. These three areas constitute an area of approximately 133,021 m².

To do this the scheme will require the importation of a maximum of 67,000m³ clean cover material, to provide a 500mm layer over these areas. Two thirds

of this consists of a granular base material derived from primary aggregate (Class 1A material), to provide a base layer of 350mm. The other one third of the imported material will consist of clean topsoil that will provide the top 150mm.

It is estimated that there will be a maximum of 50 vehicle movements a day including HGV and operational vehicles. These works are scheduled to commence summer 2009 and be completed by Autumn 2010.

The proposal also includes the diversion of Steward's Brook to a new channel north of the existing. An interceptor system will be installed into the old channel to allow the collection of contaminated ground water. This will drain to a collection tank to be located adjacent to the existing golf course car park with access to allow for collection and treatment.

The diversion of Steward's Brook would allow for the creation of a more natural channel, with the creation of new habitats that would help to promote the ecology of the river.

Highway safety

The proposed access for the works will be from the existing golf course access off Dundalk Road. A compound will be established on site for operation vehicles and staff cars. It is estimated that there will be a maximum of 50 vehicle movements a day including HGV and operational vehicles.

The Council's Highways Department have been consulted and have no objections, subject to conditions relating to wheel cleaning facilities, and the provision of construction related car parking on the site. It has been recommended that construction traffic should access the site from the south; this will form part of the contract between the Council and the contractors.

It has also been noted that the proposed new channel route for Steward's Brook would be located closer to the existing pedestrian and cycleway that runs between the golf course and the housing to the north. A condition will be attached for the approval of suitable boundary treatments for pedestrian and cyclist safety.

Amenity of Local Residents

St Michaels Golf Course is located to the south of residential properties off Cunningham Road and to the west of some properties are within 80m of the site. The closest properties are those off Nazareth House Lane, approximately within 30m of the working area.

On the application forms it is proposed that the hours of working would be 07:30 until 18:00 Monday to Friday 07:30 to 13:00. As there are residential properties close to the site and site access, it is recommended that these hours be conditioned, to ensure that they are adhered too, and that there is no work or deliveries carried out on Sundays or Bank Holidays.

Although there may be some visual impact during the operations, from the moving of material and earth and machinery, the proposal is essentially for an engineering operation, which is temporary in nature. The site will be restored and re-landscaped, so there will be no permanent impact on the visual amenities of the area, but an actual improvement.

The scheme will require the importation of approximately a maximum of 67,000m³ of material as described above. This material is likely to require stock piling at some stage before being distributed on the golf course. To protect the visual amenities of the area, a condition is recommended for the location and heights of stock piled material.

Also to prevent the migration of dust during the works, a scheme and programme for the dust suppression on site as well as wheel cleaning facilities, will be required as a condition.

Ecology

The application has been submitted with a Phase 1 ecological assessment, a breeding bird survey and a water vole survey.

The surveys have found evidence of water vole burrows, but no evidence of a current population. The Council's Ecologist is satisfied with the findings of the survey that has been carried out and the recommended mitigation measures. Conditions are recommended to ensure that these mitigation measures are carried out.

The breeding birds survey identified the presence of numerous species on the site. However, as the works are temporary in nature and there will be no long-term loss of breeding and feeding habitat for birds, the only issue is to prevent disturbance during the bird-breeding season. It is therefore recommended that a condition be imposed that any clearance works be carried outside of the bird-breeding season.

It is considered the diversion of Steward's Brook would allow for the creation of a more natural meandering channel that will allow for the creation of new habitats. The restoration work will also prevent contaminated leachate reaching the watercourse, which will enhance the water quality and facilitate ecology.

Trees

The golf course by its very nature has a significant amount of existing landscaping and planting. A tree survey has been carried out identifying the trees that are to be retained and those to be felled. The standard of the report and its findings are considered acceptable providing the trees shown to be retained are so, and a suitable replacement-planting scheme is carried out afterwards. Conditions are also recommended for tree protection measures, and the submission and approval of a landscaping scheme.

Ground Conditions and Flood Risk

The proposal will require the importation of material, the base layer to consist of a primary aggregate. The top layer will require the importation of soil. To ensure that this is clean a condition is recommended for the validation of all imported material.

The application has been accompanied by a flood risk assessment. The Environment Agency has been involved in the design of the scheme and the diversion of Steward's Brook prior to the submission of the application, and they have been formally consulted on this planning application. No formal comments had been received; Members will be updated orally.

Conclusion

The proposal is to restore the existing St Michael's Golf Course so that that it can be safely put back into recreational use; the proposal therefore complies with Policies GE6, GE10 and GE12 of the Unitary Development Plan. The scheme allows for the protection of trees as well and a suitable replacement of those to be lost through conditions, as well as the re-landscaping of the golf course. The proposal would not have a detrimental impact on habitats and ecology, subject to compliance with the recommended mitigation measures, and the proposed diversion of Steward's Brook will improve the quality of the water course, and would not adversely affect flood risk. The proposed access, parking/compound provision and vehicle movements are acceptable and would not impact on highway safety. The proposal complies with policies BE1, BE2, BE22, GE6, GE12, GE10, PR1, PR5, PR6, PR14, PR15, PR16, and TP12 of the Unitary Development Plan.

RECOMMENDATION:

Approve, subject to the following conditions:

- 1) Standard time limits condition (BE1)
- 2) Condition for details of all boundary treatments (BE22)
- 3) Condition for details of wheel cleansing facility to be used during the course of construction (BE1)
- 4) Condition for details of a scheme for dust suppression (PR1)
- 5) Condition(s) restricting hours of construction/working/deliveries (BE1)
- 6) Condition(s) for full landscaping scheme including planting and final golf course design and implementation (BE1)
- 7) Condition(s) for the final design of the Steward's Brook diversion
- 8) Conditions relating to location and heights of stock piles (BE1)
- 9) Condition relating to the submission of a validation report upon the completion of the site remediation works to ensure works have been carried out to required specification (S6 and PR14)
- 10) No trees shown to be retained shall be felled or pruned without the Council's consent (BE1)
- 11) No works shall be carried out within the designated root protection

- areas without consultation with the Council's Landscape Officer (BE1)
- 12) Prior to commencement details planting scheme to be submitted (BE1)
- 13) Before site works commence, all trees shown to be retained shall be protected by fencing in accordance with British Standard 5837 (BE1)
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PLAN NUMBER: 09/00253/FUL

APPLICANT: Church of Jesus Christ of Latter-Day Saints, 751 Warwick Road, Solihull, West Midlands, B91 3DQ

PROPOSAL: Proposed construction of new two-storey church/meeting house, re-laying of car park, car park lighting and boundary fences

ADDRESS OF SITE: Site of Former Church of Jesus Christ of Latter-Day Saints, Clifton Road, Runcorn, WA7 4TE

WARD: Heath

SUMMARY RECOMMENDATION:

Approve subject to conditions

CONSULTATION AND REPRESENTATION:

A site notice displayed near to the site and a press notice advertised the application. The nearest affected occupiers of the adjacent residential properties were notified by letter. The Health & Safety Executive, United Utilities, National Grid and Sabic have been consulted. The Council's Highway Engineers, Landscape Officers and Mersey Gateway Team have been consulted.

National Grid has indicated the presence of one of their pipelines and their advice will be forwarded to the applicant.

Initial consultation with the Health & Safety Executive resulted in an "advise against response". Following further consultation the Health & Safety Executive have since confirmed they do not advise on safety grounds against the granting of planning permission in this case.

SITE/LOCATION:

The site is in an isolated location on Clifton Road, which was formerly occupied by a church, which suffered fire damage in October 2007. Following this a structural inspection recommended demolition of the remaining building. This site is 4147 square metres.

RELEVANT HISTORY:

The original planning permission reference 03521P was granted in 1976 to Runcorn Development Corporation under the New Towns Act – Section 6(1) for the development of land for construction of building for worship and for social and recreational purposes with associated car parking. Since that time four more planning approvals had been granted for further development of the church in the form of extensions, shed/store, storm porch.

UNITARY DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The following Council's Unitary Development Plan policies and policy documents are relevant to this application:-

Designing for Community Safety Supplementary Planning Document
Approved Planning for Risk Supplementary Planning Document
S2 The Built Environment
S5 Major Accident Land Use Risk
S6 Reuse and Remediation of Previously Use or Contaminated Land
S13 Transport
BE1 General Requirements for Development
BE2 Quality of Design
BE22 Boundary Walls and Fences
PR12 Development on Lane Surrounding COMAH Sites
PR14 Contaminated Land
TP1 Public Transport Provision as Par of New Development
TP6 Cycle Provision as Part of New Development
TP7 Pedestrian Provision as Part of New Development
TP12 Car Parking
TP14 Transport Assessments
TP15 Accessibility to New Development
TP16 Green Travel Plans
TP17 Safe Travel for All

OBSERVATIONS AND ISSUES:

The Development

The proposal is to erect a replacement church building on the site, comprising a Chapel, recreation spaces, teaching areas, office accommodation for leaders and toilets. It seeks to accommodate a maximum of 179 people.

Character of the Existing Area

The location of the site is in an isolated position between the residential areas of Higher Runcorn to the west and Beechwood to the east. The wider area is predominantly residential with associated supporting services, and is dominated by the main through road of Clifton Road/Beechwood Avenue, which runs west to east. The site is situated directly opposite an existing electricity sub station and near a bus depot. The site is bounded to the southeast by the Central Expressway, to the north by Clifton Road and across adjacent greenspace to the west, by a former Busway, Rocksavage Way.

Amenity of Existing Residents

The nearest residential properties to the site are that of 132 Clifton Road and 5 Kempton Close, which are approximately 63m from the proposed building. It is considered that although the proposed building will be visible by the occupiers of the nearest properties, particularly when in their private garden space, that given the intervening distance, no significant harm will result. On this basis it is considered that the proposal complies with Policies BE1 and BE2 of the Halton Unitary Development Plan.

Design

The former church building covered a footprint of very similar proportions to this current proposal at 650 square metres. The proposed building design is appropriate to the use of the building, as a place of worship. The height to the eaves is 7.2m, to the ridge facing Rocksavage Way 10.2m with the main ridge height at 12.650m. The building has a spire feature, which is 2m at its widest, narrowing to a pointed tip at a height of 25.375m (12.5m projecting from main ridge height).

The building design includes appropriate features for its purpose, windows at ground and 1st floor and is a mixture of modern and traditional, which ensures that a good quality finish is achieved. There are significant areas of glazing to main elevations and an entrance canopy feature facing into the site adjacent to the car park. A condition will be added to require the submission of materials to enable the Council to retain control of final finishes.

The former church building was overall a large single storey structure with an overall ridge height of 6.83m. It is accepted that this current proposal is much larger than the previous building, but given the location of the site, the increases in the scale and proportions of the current building when compared with the former building, are considered appropriate and will result in an iconic building, which will positively contribute to the built environment in this location.

On this basis the proposal is acceptable and complies with Policy BE1 and BE2 of the Halton Unitary Development Plan.

Highway safety

The proposal is acceptable in terms of the impact on the wider highway network. The applicant has been requested to submit a Transport Assessment and Green Travel Plan given the size and type of development. Members will be provided with an oral update in relation to this.

COMAH

The sites are affected by the Health & Safety Executive (HSE) consultation zone for the Ineos complex and by the HSE consultation zone for a Transco and Sabic pipeline network.

Firstly in relation to COMAH policy matters pertaining to the Ineos complex. The Council's approved Planning for Risk Supplementary Planning Document identifies that the site lies outside the 10 chances in a million risk of accidental death policy area which relates to proximity to the Ineos complex. Therefore in relation to the proposed site there is no planning policy issue arising from their proximity to the Ineos complex despite falling within an HSE Planning consultation zone.

Secondly in relation to COMAH policy matters pertaining to the Transco natural gas and Sabic pipeline, the draft Planning for Risk Supplementary Planning Document does not identify any 10 chances in a million risk of accidental death policy areas in relation to pipeline and there is therefore insufficient UDP policy basis to refuse planning permission on safety grounds due to the presence of the Transco and Sabic pipeline.

It is considered that the proposal is acceptable on the basis of Policy PR12 of the UDP and the Council's approved Planning for Risk Supplementary Planning Document.

The HSE have been consulted to confirm that they do not advise on safety grounds against the granting of planning permission in this case.

Trees

The submitted tree survey is to an acceptable standard and there are no objections to the felling of those trees indicated, subject to suitable planting of replacement trees. The construction of the footpath next to the site entrance would intrude into a tree root protection area; however, a condition will be added to ensure that works are carried out sympathetically.

On this basis the proposal is consistent with ensuring the existing landscaped character of the site is maintained and complies with Policy BE1 of the Halton Unitary Development Plan in this regard.

Conclusion

The proposed scheme achieves a high standard of design and in utilising the former footprint of the building, uses the site without significant harm to

existing attractive landscape features. The proposal represents a positive re-use of previously developed land, in this case providing a direct replacement of a community facility.

RECOMMENDATION:

Approve, subject to the following conditions:

- 1) Standard approval (BE1)
- 2) Prior to commencement materials submission (BE2)
- 3) Prior to commencement details of all boundary treatments (BE22)
- 4) Prior to commencement Green Travel Plan submission (TP16)
- 5) Prior to commencement a detailed landscaping scheme to be submitted (BE1)

- 6) Prior to commencement details landscape specie scheme to be submitted (BE1)
- 7) Before site works commence, all trees shown to be retained shall be protected by fencing in accordance with British Standard 5837 (BE1)
- 8) No works shall be carried out within the designated root protection areas without consultation with the Council's Landscape Officer (BE1)
- 9) Prior to commencement of Transport Assessment details (TP14)
- 10) Prior to commencement details of wheel cleansing facility to be used during the course of construction (BE1)
- 11) Restricted hours of construction (BE1)
- 12) Landscaping implementation (BE1)
- 13) No trees shown to be retained shall be felled or pruned without the Council's consent (BE1)
- 14) Submission of any future lighting to be approved in writing (BE1)

Item 5 Adjoining Authority Consultation

PLAN NUMBER: 09/00276/FUL

APPLICANT: Mr A Farrell, Director of Environment and Regeneration, Warrington Borough Council

PROPOSAL: Adjoining Authority Consultation by Warrington Borough Council regarding an outline application for community sports hub comprising a retail store, leisure centre (including swimming pool), library, crèche, health centre, sports pitches, local park, access and car parking

ADDRESS OF SITE: Orford Park, Winwick Road, Warrington

WARD: N/A

SUMMARY RECOMMENDATION:

No Objection.

CONSULTATION AND REPRESENTATION: N/A

SITE/LOCATION:

Land to the north of Warrington Town Centre.

RELEVANT HISTORY: N/A

UNITARY DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

N/A

OBSERVATIONS AND ISSUES:

This is an adjoining authority consultation by Warrington Borough on an outline application.

The proposed development is located to the immediate north of Warrington Town Centre and involves the development of a former landfill site, which adjoins the Warrington Collegiate, William Beaumont Community High School and the existing Orford Park. The primary area where the 'Community Hub' will be located is on a former landfill site and it is proposed that the new build and car parking is developed at this location with outdoor playing pitches. These proposals will be set along side works to upgrade Orford Park itself, modernisation of the Warrington Collegiate and potential redevelopment of the adjoining school under the BSF programme.

The proposals also include provision for a 2322 sq.m retail unit over 2 floors (suggested sports retail use). The unit will be located at the western side of the site fronting onto the A49 and is reported as an integral part of the business case for the wider development, potentially creating a long-term revenue income to ensure the financial sustainability of the hub. The scheme will be primarily served via the A49 (Winwick Road) and Long Lane.

A Traffic Assessment and Retail Statement support the application. The proposal is however a significant distance from the Borough boundary and considered to raise no significant highways issues nor is it considered that it will have any adverse impact in terms of the vitality and viability of town centres within the borough. As such it is considered that no objections are raised.

RECOMMENDATION:

That Warrington Borough Council is informed that Halton Borough Council raises no objections.