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Mr J Eaton
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Halton Borough Council
Municipal Building
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Widnes
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25 April 2022

Dear Mr Eaton,

Your Reference: 22/00152/FULEIA

Site Address: HBC Fields, Lovel Way, Widnes, WA8 8WQ

Proposed Storage and Distribution Unit (B8 Use) with ancillary offices (E(g)(i) Use), electricity substation, two security gatehouses, vehicle wash, highways infrastructure including accesses, car parking, service and delivery areas and other associated works including ground works drainage and landscaping

We act on behalf of Hale Bank Parish Council (HBPC) and refer to the above referenced planning application for Storage, Distribution and Office development on land at HBC Fields, Lovel Way, WA8 8WQ.

HBPC does not object to the principle of development of the site for employment purposes, but has strong reservations about the development and wishes to register objections based on the impacts relating to:

- Access and Highways
- Residential Amenity
- Visual Amenity and the setting of Halebank Conservation Area
- Greenspace

Background

Halton Borough Council (HBC) has had a long-term aspiration for the application site to be developed for employment purposes. This aspiration was reflected by the allocation of the site for employment purposes in the previous development plan, the Halton Unitary Development Plan (UDP) 2002-2016.

The allocation has been carried forward into the recently adopted Halton Delivery and Allocations Local Plan 2014-2037 (DALP).

Planning permission was granted by HBC (under references 15/00549/FULEIA and 17/00035/NMA) for a phased development in general industrial use (Use Class B2). Phase 1 of the approved development has been partially implemented by virtue of the Alstom Transport Facility (Hereafter “Alstom”) which occupies the area to the immediate north of the site. However, the majority of the allocated site remains undeveloped and is the subject of the current planning application.



Figure 1: Application Site to the south of Alstom Transport Facility

The plans approved by HBC under 15/00549/FULEIA and 17/00035/NMA and associated planning conditions of approval set the parameters for an acceptable employment-based development of the wider site. For example, the buildings approved under references 15/00549/FULEIA and 17/00035/NMA have a limited visual impact owing to their siting, layout and scale (max height 12650mm). In addition, road and rail movement to and from Alstom is restricted between 2300-0700 by planning condition to avoid noise impacts on residents.

The application proposal seeks to bring development closer to the neighbouring residential areas (than Alstom) and adjacent to the boundary of the Halebank Conservation Area. Despite these obvious constraints, the application seeks a greater quantum of development and unrestricted hours of operation.

HBPC is of the view that the development as proposed will result in unacceptable impacts in relation to Access and Highways; Residential Amenity; Visual Amenity and the setting of Halebank Conservation Area and Greenspace/ Green Infrastructure.

Access and Highways

HBPC seeks reassurance that the residential areas of Halebank will be protected from traffic and amenity impacts and that the areas of Greenspace including Halebank Park be fully protected from development. To this end, HBPC makes the following comments on access and highways.

The application site is accessed via a roundabout in the southwest corner which connects to the A562 Speke Boulevard and A5300 Knowsley Expressway via Level Way/Newstead Road. The existing roundabout is located to the immediate north of, and impacts on the setting of the Halebank Conservation Area.

The highway works to create the roundabout were carried out as part of the 'A5300 Access and Connectivity Scheme' with Liverpool City Region (LCR) funding. The purpose of the A5300 Scheme was to reduce peak time congestion at the A562/A5300 junction in the interests of current and future economic growth and to provide access to development sites in Halton at Newstead Road and Level Way.

The Alstom Transport facility (15/00549/FULEIA and 17/00035/NMA) utilises the A5300 Scheme highway infrastructure and does not impact on the local roads in Halebank.

HBPC is strongly opposed to the proposed access arrangements for the development proposal (Drawing No. 8091-CUR-00-XX-DR-TP-75001-P04) which would introduce a second roundabout adjacent to the boundary of the Halebank Conservation Area and a vehicular connection between the development and Halebank Road.

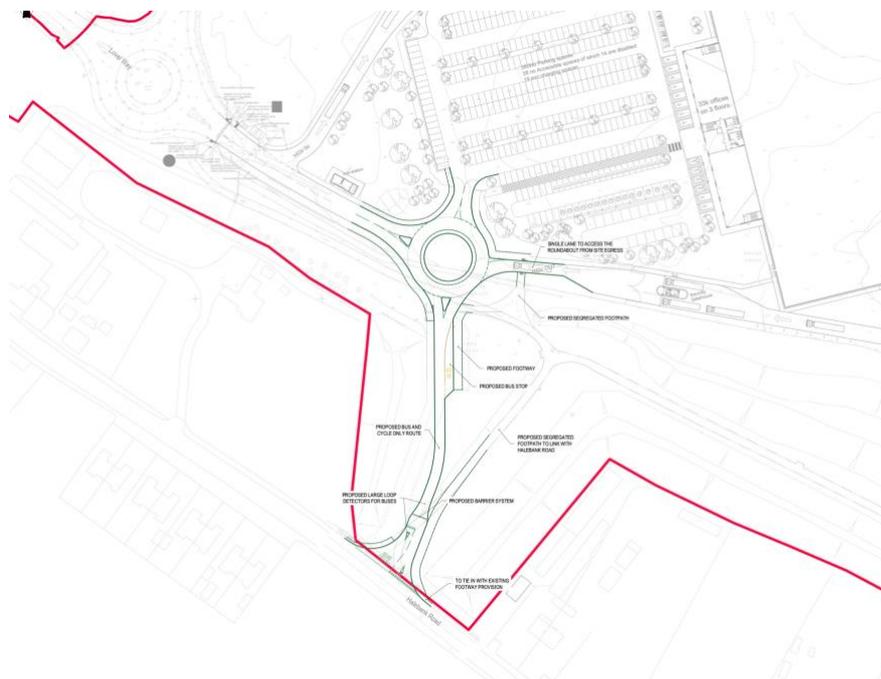


Figure 2: Proposed Access Arrangements (Drawing No. 8091-CUR-00-XX-DR-TP-75001-P04)

The proposed second roundabout is unnecessary. It does not make best use of the roundabout, constructed at public expense with three spurs designed specifically in order to provide access from the A562/A5300 to the development site.

HBPC welcomes the proposal to separate HGVs and private vehicles via the one-way access/egress system for HGVs. However, there is no reason why this cannot be achieved without the second roundabout as the entry and exit to the staff carpark would be separated from the HGV egress with a simple T-Junction layout.

The proposal for a second roundabout seems to be overengineered and the cumulative impact of road infrastructure and movement in such proximity to Halebank Conservation Area would have a negative impact on the significance of the setting a designated heritage asset.

In addition, the application proposals include an undesirable road connection to Halebank Road. HBPC strongly objects to the proposed road connection for the following reasons:

Firstly, the road is proposed to traverse Halebank Park which is designated as Greenspace in the DALP. The principle of a road through Halebank Park is contrary to DALP Policy HE4: Green Infrastructure and Greenspace. Secondly, the introduction of vehicles would be very dangerous in the context of the park environment where children would be playing and riding bikes and there would be walkers with prams and dogs.

Thirdly, HBPC notes the applicant's claim that the proposed road would only be used by buses and controlled by gated access. However, once constructed there is the prospect that the road could become dual purpose and open to other traffic. Moreover, there are currently no buses operating on Halebank Road. The nearest buses operate on Hale Road. The geometry of the junction of Hale Road/Halebank Road is not suitable for bus access. Hence there are no existing or prospective public bus routes on Halebank Road.



Figure 3: Junction of Hale Road/Halebank Road (Source: Google Street View)

Fourthly, there is no need for a bus route to traverse Halebank Park as anyone wishing to travel to the proposed B8 facility is at liberty to use existing bus services and continue on foot from Hale Road.

There are existing pedestrian links through the Park for this purpose. The Summary and Conclusions of Curtin's Transport Assessment supporting the application makes this very point and states, "*The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure and there are several public transport opportunities within acceptable walking distance and/or cycling distances of the site*" (Page 51: second paragraph numbered as 8.1.1)

It is claimed that 500 full time jobs will be created. A total of 380 car parking spaces and 102 cycle spaces are proposed. This leaves only 18 staff without dedicated provision for travel to the site by private means (vehicles/cycles). Given Curtin's conclusions on the general accessibility of the site via existing public transport and walking opportunities, there is no justification for the provision of a new road, particularly when the proposed road would jeopardise a public park.

HBPC notes the applicant's claim that the proposed road could be used by a dedicated shuttle service operated by the end user of the proposed B8 facility. However, as it seems that any such privately-run bus service would only be for the benefit of a handful of employees, the level of harm to Halebank Park as Greenspace and as a public amenity cannot be justified.

The applicant's SoCI indicates that the applicant is not in favour of and does not require the proposed road through Halebank Park. Page 17 of the SoCI states that, "*The road proposed through the site is a bus/cycle route only **and has been requested by HBC Highways Officers***". In HBPC's view, the Highways Officers at HBC ought to reconsider their request for the following reasons:

- The proposed road connection to Halebank Road would undermine the investment of public funds incurred in respect of the A5300 Scheme.
- The heritage deficit to the setting of Halebank Conservation Area.
- The obvious dangers of a road connection through a park where children will be playing.
- There are no existing or proposed bus routes operational on Halebank Road.
- There are existing pedestrian and cycle routes from existing bus services on Hale Road.
- The proposals include a total of 482 car and cycle spaces for 500 employees, meaning that only 18 employees are anticipated to travel on foot or via public transport.
- A privately run shuttle bus service to cater for such small numbers does not constitute a public benefit.
- The applicant does not want to provide a road connection to Halebank Road.
- Local Residents and HBPC do not want a road connection to Halebank Road.

Any approval for the provision of a road through Halebank Park, which is protected Greenspace would represent a departure from development plan policy, which seems inconceivable given that the DALP is so recently adopted.

HBPC is also concerned about the noise and air pollution arising from the volume of trips which will be generated by the proposed development. The proposals include 72 No. HGV Bays for Goods In/Out. Based on a 24hour/day operation will all bays in use, and supposing that it takes 30 mins to unload and 30 minutes to reload, there could be 6,912 HGV movements to and from the site every day. This is 48,382 trips each week, 209, 664 trips each month and 2,525,968 HGV trips per annum. In addition, a staff of 500 would generation 1000 car trips each day or 364,000 car journeys per annum.

On a more favourable note, HBPC welcomes the provision of a Construction Environment Management Plan (CEMP) with the application. The CEMP states that construction traffic to be routed to the A562/A5300. HBC should secure the CEMP and any subsequent iteration via the imposition of suitably worded planning conditions.

To conclude on matters of access and highways, HBPC finds that the current proposals are likely to result in unacceptable traffic and amenity impacts on the residential areas of Halebank.

HBPC is strongly opposed any temporary construction access or permanent vehicular connection to Halebank Road. Areas of Greenspace and Halebank Park ought to be protected from development in accordance with DALP Policy HE4. In addition, HBPC is of the view that all construction and employment related traffic from the development must direct to the A562/A5300.

In order to overcome this objection, HBPC requires the access arrangements to be amended and the proposed road through Halebank Park to be deleted from the scheme. HBPC also requests to be consulted by HBC regarding any proposed conditions of approval relating to access, highways and parking.

Residential Amenity- Noise Impacts

HBPC is concerned that the noise impacts of development – both during construction and post completion- will have a severe detrimental impact on the living conditions of neighbouring residents. HBPC's concerns are heightened as the end-user of the proposed facility has not been identified and therefore assumptions have been made regarding the noise impacts which may not be correct. For example, a greater noise impact would be anticipated if the B8 facility was to store refrigerated as opposed to ambient goods.

In addition, the application proposal seeks to be operational 24 hours/day, 7 days/week, 52 weeks per year which is inappropriate given the volume of residential properties sharing boundaries with the site. There would be no respite from the noise impacts arising from the storage facility itself, HGV movements to and from the site and most significantly the greatest nuisance arising from the noisiest operation which is loading and unloading the HGVs. Bearing in mind that the proposed facility has the capacity for loading/unloading 72 HGVs simultaneously, the noise impacts are anticipated to be severely detrimental.

The applicant's Planning Statement and EIA cover the topic of noise impacts of the proposed development. Both documents confirm that there will be temporary adverse noise and vibration impacts during the construction period.

However, there is a discrepancy between the documents when considering the noise impacts post completion of the development. The Planning Statement (Para. 6.48) states that, "*operational noise during the operational phase a BS4142 assessment has determined that acceptable internal noise levels can be achieved in bedrooms at night based on fixed plant noise emission limits*".

However, this is contradicted in the EIA (Chapter 13: Noise and Vibration, prepared by E3P), which states in Para. 13.44-46, *“Given the lack of detail on fixed plant items, the impact of these items cannot be determined. However, plant noise emission limits have been set based on no exceedance of existing background sound levels. Where these limits are achieved, there would be a negligible impact at local level... The assessment has shown that the proposed development can be acceptable and suitable levels of noise can be achieved in external and internal areas.”*

The problem with the conclusions reached by E3P is that if the impact of fixed plant cannot be determined, then neither can the required level of acoustic mitigation to reach background sound levels be determined. Therefore, there is no basis to the proposition that satisfactory noise levels can be achieved without detriment to the living conditions of neighbours.

In addition, HBPC note that E3P recommend a ‘Noise Management Plan’ (Para. 13.43) which should include such recommendations reminding operatives that residential receptors are close by; to keep noise to a minimum if possible and to park HGVs away from receptors. The application submission does not include a Noise Management Plan as there is no identified end- user to operate the site. However, HBPC notes that the proposed layout would provide a total of 116 trailer bays in the closest possible proximity to the main residential area of Halebank in clear conflict with E3P advice on noise mitigation.

On any balanced assessment, it cannot be concluded that the noise impacts of the development have been accurately quantified and therefore the question as to whether noise impacts can be adequately mitigated is in doubt. In the absence of further detail, HBC cannot be satisfied that there would not be unacceptable levels of noise and disturbance which would unreasonably and substantially interfere with the use or enjoyment of a home or other premises. This is likely to result in complaints to the Council as this level of noise is classed as a ‘statutory nuisance’ (covered by the Environmental Protection Act 1990).

There is no evidence that the proposal will not have unacceptable negative impacts on the living conditions of neighbouring residents with regard to noise related nuisance and planning permission must be refused for non-compliance with DALP Policy HE7: Pollution and Noise.

In HBPC’s view, the noise impacts of the development cannot be assessed and appropriate mitigation identified in the absence of an identified end-user for the development and specific information on the intended fixed plant required for the operation of the site. HBPC would therefore request to be consulted on any proposed conditions of approval relating to noise impacts and acoustic mitigation. In addition, HBPC requests a planning condition restricting hours of operation between 2300-0700 which must be imposed as was for 15/00549/FULEIA and 17/00035/NMA and for the same reason- to minimise noise disturbance to neighbouring residents.

Residential Amenity- Artificial Light Nuisance

The application submission includes an External Lighting Strategy prepared by Lighting Project Solutions. Given the proximity of residential development, HBPC agree with the Strategy's findings that the site location is in IESNA Lighting Environmental Zone E2.

The detailed design of the External Lighting Scheme and Lighting Assessment Report are yet to be considered. Given that the proposed B8 facility is envisaged to be operational 24 hours/day, the impact of lighting on residential and ecological receptors ought to form part of HBC's assessment of the proposals.

In the absence of further detail, HBC cannot be satisfied that the levels of artificial light pollution and intrusion would be acceptable. This is likely to result in complaints to the Council about artificial light nuisance which is classed as a 'statutory nuisance' (covered by the Environmental Protection Act 1990).

There is no evidence that the proposal will not have unacceptable negative impacts on the living conditions of neighbouring residents with regard to artificial light nuisance and planning permission must be refused for non-compliance with DALP Policy HE7: Pollution and Noise. In addition, there is no evidence that the lighting arrangements would not have a detrimental impact on habitats of protected species. Therefore, as it stands the proposals are also contrary to DALP Policy HE1: Natural Environment and Nature Conservation.

Visual Amenity and the Setting of Halebank Conservation Area

Planning Permissions granted under 15/00549/FULEIA and 17/00035/NMA allowed for the construction of buildings with a maximum height of 12650mm to provide an internal area of 51,288m². Externally, the approval allowed for 440 car parking spaces and 52 HGV spaces.

The Alstom scheme as implemented comprises a building with height 12650mm and area of 11,222m². The external areas appear to include parking for approximately 100 private vehicles and around 8 HGVs.

The application proposal seeks an height uplift compared to the previously consented buildings as the proposed building is 18000mm, or six storeys in height- almost six metres taller than Alstom. The proposed internal area is 51,288m² (buildings totalling 61,854m² when combined with Alstom) and there is the capacity to load/unload 72 HGVs simultaneously. In addition, there would be with 380 car parking spaces plus 102 cycle spaces and 116 HGV Trailer Bays.

The scale of development is significantly greater than that anticipated by previous approvals 15/00549/FULEIA and 17/00035/NMA. HBPC is not aware whether there is any justification for the proposed quantum and scale of development proposed as the end-user/operator of the B8 facility has not been identified.

Moreover, the development is sited close to the main residential area of Halebank and adjacent to the boundary of Halebank Conservation Area. There will be a transformative visual impact on Halebank to the detriment of the amenity of existing residents and to the setting of the Conservation Area. HBPC considers that the visual impact will be so severe as to potentially undermine the delivery of Site W24, allocated in the DALP and expected to provide 484 dwellings during the plan period- a matter which should be of some concern to HBC.

Chapter 8 of the applicant's EIA (prepared by Commercial Development Projects Ltd) relates to Archaeology and Heritage. Para. 8.99 considers Alstom in respect of visual amenity and views from Halebank Conservation Area. It finds that the Alstom transport building has a 'long, low profile' which is, 'filtered by a hedgerow'.

Based on these findings, HBPC is of the view that the height of the proposed building ought to be reduced to 12650mm to align with Alstom which has an acceptable impact on visual amenity and on the setting of Halebank Conservation Area. In addition, a detailed landscaping scheme with an associated plan for future management and maintenance must be provided by the applicant prior to determination of this planning application in order to ensure that views are appropriate filtered through greenery.

In the absence of the proposed amendment to the height of the building and lack of landscaping detail, the LPA cannot be satisfied that the application proposal would not have an unacceptable impact on visual amenity and the setting of Halebank Conservation Area. HBPC therefore find the proposal to be contrary to DALP Policies HE2: Heritage Assets and the Historic Environment; HE5: Trees and Landscaping; GR1: Design of Development and GR2: Amenity.

Greenspace

The Strategic Employment Allocation identified in the DALP Proposals Map and corresponding application site include circa 9 hectares of publicly accessible Greenspace, comprising Halebank Park. This includes the southern and eastern periphery of the application site is designated as Greenspace/Green Infrastructure and subject to DALP Policy HE4.

The purpose of the Greenspace/Green Infrastructure element to the Strategic Employment Allocation is to provide a physical and functional buffer to the otherwise unacceptable juxtaposition of industry and residential uses.

DALP Policy HE4 recognises the visual, wildlife and structural and public amenity value of greenspace and seeks the provision, enhancement, expansion and protection from loss of greenspace. It is for this reason- as already stated that HBPC strongly objects to the proposal for a road through designated Greenspace/Halebank Park.

HBPC is of the view that the proposed layout does not satisfy the provisions of Policy HE4. Firstly, it is noted that the layout leaves an isolated parcel of open land to the northwest of the proposed carpark. This area would not be suitable for public amenity use as it is separated from Halebank Park by several

roads. In addition, this area is actually allocated in the DALP for employment purposes, meaning that a development proposal is likely to come forward later.



Figure 4: Map Extract indicating development site designated as Employment Allocation, Primarily Employment and Greenspace (DALP Proposals Map)

As stated previously, the most efficient highway layout would be to use the existing roundabout as the main point of access into the site. This would also direct traffic and road infrastructure away from residential areas and Halebank Conservation Area. Any surplus areas not required to accommodate the existing development should be amalgamated with Halebank Park in order to satisfy HE4 which seeks the expansion of Greenspace.

It is noted that 'landscaping' is specifically referenced in the description of development for the application proposal. The Design and Access Statement (Page 15) refers to, 'new naturalistic tree planting and shrubs to provide visual softening of the proposed building and to link up to the existing green infrastructure surrounding the site'. However, other than scant indicative planting around the parking areas (Site Layout Plan- Drawing No. 2999-P100), there is no landscaping detail provided within the application submission.

HBPC is of the view that high quality landscaping proposals are key to the acceptability of the proposals in relation to residential amenity, particularly in terms of visual and acoustic screening. A comprehensive scheme to enhance Halebank Park which will support biodiversity and contribute to the quality of the environment is required along with measures to ensure future management and maintenance are secured.

In the absence of detailed a detailed landscaping scheme, HBC cannot be satisfied that the requirements of DALP Policy HE4, HE5: Trees and Landscaping; GR1: Design of Development and GR2: Amenity are met in respect of the proposed treatment of Halebank Park.

If this information is subsequently provided by the applicant, HBC should impose planning conditions to guarantee that Halebank Park be accessible to the public at all times and also to ensure that landscaping works are completed prior to the first use of the development. Ongoing maintenance and management of greenspace within the site must be secured by planning obligation.

Other Matters

Planning Permission granted under reference 15/00549/FULEIA (later non-material amendment granted under 17/00035/NMA) was subject to 34 conditions of approval. Many of the conditions of approval were required to be discharged prior to commencement, occupation or use of the development. Subsequent applications 17/00183/S73 and 17/00296/COND indicate the following progress in relation to discharging conditions attached to 15/00549/FULEIA:

No.	Type	Requires	Discharged
4	Prior to Commencement of any development	CEMP to be submitted to & approved in writing by the LPA	No record of discharge
5	Prior to Commencement of any development	Programme of Archaeological work to be submitted to & approved in writing by the LPA	No record of discharge
6	Prior to Commencement of any development	Site Wide Waste Management Plan & Materials Management Plan to be submitted to & approved in writing by the LPA	No record of discharge
7	Prior to Commencement of any development	Environmental Landscape Management Plan including management and maintenance scheme to be submitted to & approved in writing by the LPA	No record of discharge
8	Prior to commencement of any drainage work	Detailed Drainage Scheme to be submitted to & approved in writing by the LPA	Varied to reflect phasing under 17/00183/S73
9	Prior to implementation or installation of any hard surfacing	Full details of materials to be submitted to & approved in writing by the LPA	No record of discharge
10	Prior to the commencement of any pond	EMP to be submitted to & approved in writing by the LPA	No record of discharge
11	Prior to the commencement of any above ground construction	Samples and/or full specification of external materials to be submitted to & approved in writing by the LPA	Discharged 17/00296/COND
12	Prior to the implementation or installation of sprinklers, pump house, Ring Main Unit, Gas Governor, substation, bus stop or security barrier	Full specification details to be submitted to & approved in writing by the LPA	Partial discharge 17/00296/COND only application to Ring Main Unit and Gas Governor

18	Prior to Occupation	Soft Landscaping Works to be carried out unless alternative timescale agreed in writing by the LPA	No record of discharge
19	Prior to Commencement of Use	Travel Plan to be submitted to & approved in writing by the LPA	No record of discharge
20	Prior to Occupation	Cycle Parking provided in accordance with approved plans	Not in accordance with plans
21	Prior to Occupation	Access, service and parking area laid out and surfaced in accordance with approved plans	Parking not in accordance with approved plans
22	No part of the development to be brought into use	Until Silent warning methodology and/or methodology to be used during the movement of trains submitted to & approved in writing by the LPA	No record of discharge
23	Prior to Commencement of Use	Remediation Verification Plan to be submitted to & approved in writing by the LPA	Discharged 17/00296/COND
24	Prior to Commencement of Use	Verification Report in accordance with Verification Plan to be submitted to & approved in writing by the LPA	Discharged 17/00296/COND
26	Prior to Commencement of Use	Operational Waste Management Plan to be submitted to & approved in writing by the LPA	Discharged 17/00296/COND
27	No part of the development to be brought into use	Scheme of pond replacement implemented in full in accordance with a detailed scheme submitted to & approved in writing by the LPA	No record of discharge
29	No part of the development to be brought into use	Until physical control measures have been provided in accordance with details submitted to & approved in writing by the LPA	No record of discharge
30	No part of the development to be brought into use	Footway and Cycleway between Lovel's Way and Cycle storage area provided in accordance with details submitted to & approved in writing by the LPA	No record of discharge

It appears that there are twelve conditions for which there are no records to indicate discharge suggesting that these conditions may be in breach. This calls into question the validity of 15/00549/FULEIA. Given HBC's ongoing interest in the application site as landowner, it is incumbent that any potential planning breaches are investigated and resolved expediently.

There are implications as to the land value of the site, as well as ongoing complications which affect the application proposal. For example, the lack of landscaping proposals as part of the current submission is likely due to the landscaping works approved under 17/00035/NMA (Drawing No. D5446.001I) not having been implemented, managed and maintained in accordance with Conditions 7 and 18.

Executive Summary

HBPC does not object to the principle of development of the site for employment purposes. However, HBPC strongly objects to the application proposal in relation to the following:

1. The application proposal seeks to bring development closer to the neighbouring residential areas (than Alstom) and adjacent to the boundary of the Halebank Conservation Area. Despite these obvious constraints, the application seeks a much larger development and unrestricted hours of operation.
2. The current application does not respect the parameters set by the approved Alstom development in respect of building height and hours of operation.
3. Proposed new roundabout does not make best use of and undermines public funds spent on the A5300 Road Improvement Scheme.
4. Proposed new roundabout adjacent to the boundary and harmful to the setting of Halebank Conservation Area.
5. Unnecessary, dangerous proposed road through Halebank Park, which is protected Greenspace. The road is claimed to be for buses. However, there are no public bus services on Halebank Road and any future private shuttle bus service does not justify the resultant harm to a public amenity space/park.
6. Air Quality and Noise Impacts arising from the proposed generation of circa 2,525,968 HGV trips per annum and 364,000 car journeys (staff) per annum.
7. Noise Impacts unquantified and no acoustic mitigation proposed as site plant equipment unknown as end-user is not identified.
8. Operational hours must be restricted between 2300-0700 by planning condition (imposed on Alstom development).
9. Artificial Light Nuisance unquantified as External Lighting Scheme and Lighting Assessment unknown as end-user not identified.
10. The proposed building exceeds 18m in height and must be restricted to the height of Alstom (12m).
11. There are no landscaping proposals.
12. The applicant relies on planning permissions previously granted for the site (15/00549/FULEIA and 17/00035/NMA) However, there were 34 conditions of approval, the majority of which do not appear to have been discharged. Given HBC's interest in the site as landowner, it is incumbent in the Council to ensure that all potential planning breaches are resolved before further development is allowed.

We thank you for the time taken to read this letter of representation and ask that we are notified in the event that the applicant provide further information and be contacted in advance if the application proceeds to planning committee.

Yours sincerely,

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cc. Hale Bank Parish Council