10 July 2018

Development Management Committee

Wednesday, 18 July 2018, 6.30pm

Venue – Council Chamber, Town Hall, Sankey Street, Warrington, WA1 1UH

Agenda prepared by Julie Pickles, Democratic and Member Services Officer – Telephone: (01925) 443212 E-mail: jpickles@warrington.gov.uk

A G E N D A

Part 1

Items during the consideration of which the meeting is expected to be open to members of the public (including the press) subject to any statutory right of exclusion.

Item 1. Apologies for Absence

To record any apologies received.

Item 2. Code of Conduct - Declarations of Interest

Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012

Members are reminded of their responsibility to declare any disclosable pecuniary or non-pecuniary interest which they have in any item of business on the agenda no later than when the item is reached.
3. **Minutes**

To confirm the minutes of the meeting held on 27 June 2018 as a correct record.

4. **Planning Applications (Main Plans List)**


**Part 2**

Items of a “confidential or other special nature” during which it is likely that the meeting will not be open to the public and press as there would be a disclosure of exempt information as defined in Section 100I of the Local Government Act 1972.

Nil
DEVELOPMENT MANAGEMENT COMMITTEE

27 June 2018

Present:  Councillor T McCarthy (Chairman)
Councillors J Grime (Deputy), B Barr, J Flaherty, G Friend,
D Bennett (substituted for D Keane), B Maher, L Morgan,
R Purnell, P Walker, T Jennings (substituted for S Wright)
and J Wheeler.

DM17  Apologies for Absence

Apologies for absence were received from D Keane and S Wright.

DM18  Code of Conduct – Declarations of Interest

<table>
<thead>
<tr>
<th>Councillor</th>
<th>Minute</th>
<th>Reason</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>P Walker</td>
<td>DM22</td>
<td>Had been involved with the application and local residents</td>
<td>Stood down from the committee and did not take part in the discussion or the vote thereon.</td>
</tr>
<tr>
<td>J Wheeler</td>
<td>DM22</td>
<td>Ward Councillor for the area</td>
<td>No involvement with the application, remained in the room and took part in the meeting.</td>
</tr>
<tr>
<td>T Jennings</td>
<td>DM21</td>
<td>Ward Councillor for the area</td>
<td>No involvement with the application, remained in the room and took part in the meeting.</td>
</tr>
<tr>
<td>T Jennings</td>
<td>DM23</td>
<td>Ward Councillor for the area</td>
<td>No involvement with the application, remained in the room and took part in the meeting.</td>
</tr>
</tbody>
</table>
Resolved,

That the minutes of the meeting held on 6 June 2018 were agreed as a correct record and signed by the Chairman.

DM20 Planning Applications

Resolved,

That Pursuant to the Town and Country Planning Act 1990 (As Amended) the applications for permission to develop land be considered and dealt with in the manner agreed.

DM21 2017/31148 – Former Kwik Save (now Skate Academy), and adjacent car park, Academy Street, Warrington, WA1 2NP - Proposed demolition of the former supermarket with the construction of a new residential apartment block (C3), comprising 144 dwellings (with a mix of one and two bed units together with ancillary accommodation including residents entrance and parking provision. Part of the ground floor base, to be used as commercial use (A1)

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

It was noted that this application had been deferred from a previous meeting.

Members noted the content of the update report and the confidential part 2 report.

Representations were heard in support of and against the application.

Resolved,

That application 2017/31148 be approved as per the Officer recommendation, together with the written update report and part 2 report.

DM22 2017/31848 – Land to the East of Stretton Road, North of Pepper Street, Appleton Thorn - Proposed Erection of 71 dwellings, public open space, landscape and associated infrastructure

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

It was noted that this application had been deferred from a previous meeting.
Agenda Item 3

Members noted the content of the update report.

Representations were heard in support of and against the application.

Resolved,

That application 2017/31848 be approved in accordance with the Officer recommendation and information set out in update report.

DM23 2018/32397 – Land adjacent to the access road for, 282, Winwick Road, Warrington, WA2 8HZ - Proposed construction of a waste transfer station, with associated infrastructure including road sweeping/road gully tanker area, external storage containers and skips, a site office and welfare facilities, weighbridges, car parking, site access improvements and landscaping.

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

A site visit took place on 22 June 2018.

Members noted the content of the update report.

Representations were heard in support of and against the application.

Resolved,

That application 2018/32397 be refused due to inappropriate location by reason of adverse impacts on quality of life of residents.

DM24 Tree Preservation Order No 528 - 8 Lakeside Road, Lymm

The Executive Director of Economic Regeneration, Growth and Environment submitted the report to advise Members of an objection to a served Tree Preservation Order at Lakeside Road.

Resolved,

Members noted that the agenda item had been withdrawn.

Signed........................................

Dated.................................
<table>
<thead>
<tr>
<th>Item</th>
<th>Page</th>
<th>App number</th>
<th>App Location/Description</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3</td>
<td>2017/31428</td>
<td>James Lee House, Brick Street, Warrington, WA1 2PD Full Planning - Proposed conversion of existing Chapel/Meeting room into six emergency overnight bedrooms, insertion of 4 new windows and one fire door.</td>
<td>Approve</td>
</tr>
<tr>
<td>2</td>
<td>16</td>
<td>2018/32497</td>
<td>Great Sankey High School, Barrow Hall Lane, Great Sankey, Warrington, WA5 3AA Full Planning - Proposed single storey science block with pitched roof to include 11 new laboratories and hard landscaping to entrance area.</td>
<td>Approve</td>
</tr>
<tr>
<td>3</td>
<td>31</td>
<td>2018/32516</td>
<td>Sir Thomas Boteler Church Of England High School, Grammar School Road, Latchford, Warrington, WA4 1JL Full Planning - Proposed installation of a 2.4m high manually operated pedestrian and vehicle access gate to the access road</td>
<td>Approve</td>
</tr>
<tr>
<td>4</td>
<td>37</td>
<td>2018/32579</td>
<td>Former garages site behind/adjacent to 2, Former Garages, Longshaw Street, Warrington, WA5 0HT Full Planning - Proposal for 6 new affordable</td>
<td>Approve</td>
</tr>
<tr>
<td>5</td>
<td>52</td>
<td>2018/32607</td>
<td>Land on the corner of Longshaw Street and Troutbeck Avenue, Longshaw Street, Warrington, WA5 0DA</td>
<td>Full Planning - Proposed construction of 3 new dwelling houses</td>
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<tr>
<td>6</td>
<td>65</td>
<td>2018/32711</td>
<td>Land adjacent The Chapel House Inn, Chapel Lane, Burtonwood And Westbrook, Warrington, WA5 4PT</td>
<td>Full Planning - Proposed erection of 5 no. apartments with associated external amenities, informal landscaping and car parking facilities. Retention of existing fences until development is complete.</td>
</tr>
<tr>
<td>7</td>
<td>83</td>
<td>2018/32761</td>
<td>Plot 16 Winwick Road Industrial Estate, Athlone Road, Warrington, WA2 8JJ</td>
<td>Full Planning - Proposed change of use of land on eastern side of Athlone Road, from former coach depot and maintenance area [sui generis] to a Showperson’s Yard [sui generis] including five pitches each pitch containing a static van and an associated tourer. The site will also accommodate the storage and maintenance of showground vehicles and equipment. The land on the western side of Athlone Road will be used to provide compensatory storage for the Flood Plain to mitigate the effects of raising site levels on the eastern side of Athlone Road</td>
</tr>
<tr>
<td>8</td>
<td>109</td>
<td>2018/32762</td>
<td>Former Abattoir site, New Cut Lane, Warrington, WA1 4AG</td>
<td>Full Planning - Proposed change of use of site from a car park [sui generis] to a Showperson's Yard [sui generis], including five pitches each pitch containing a static van and an associated tourer. The site will also accommodate the storage and maintenance of showground vehicles and equipment.</td>
</tr>
</tbody>
</table>
Development Control Committee Date 18th July 2018

Item 1

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2017/31428</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>James Lee House, Brick Street, Warrington, WA1 2PD</td>
</tr>
<tr>
<td>Ward:</td>
<td>Fairfield and Howley</td>
</tr>
<tr>
<td>Development</td>
<td>Full Planning - Proposed conversion of existing Chapel/Meeting room into six emergency overnight bedrooms, insertion of 4 new windows and one fire door.</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>24-Oct-2017</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Your Housing Group</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>18-Dec-2017</td>
</tr>
</tbody>
</table>

Background

Members will recall that this application was deferred at the meeting of 20th December 2017 for further information regarding the accommodation provided at James Lee House. Since then, the application has been amended by reducing the previously proposed eight emergency overnight rooms down to six such rooms, to take account of Members’ concerns about room sizes.

In response to the Committee’s resolution, the Director of Public Health, Families and Wellbeing has provided the following information:

James Lee House (J LH) is managed and run by The Salvation Army and provides 54 units of supported accommodation. The Salvation Army are commissioned by Warrington Council to offer supported accommodation for single homeless people with 24/7 staffing available.

Within the contract, JLH offers the following:
- Support for independent living including support for finding move on accommodation, as appropriate;
- Life skills including food preparation, cooking, budgeting and money management;
- Support for the individual needs including health, and social care, wellbeing and support services; and
- Residents do not have to vacate their premises in the daytime and are able to access the facilities and services available within the building.
Residents access breakfast at JLH as part of their housing offer.

The Homelessness Needs Assessment in 2015 made the recommendation for JLH to provide direct access beds within the existing contract. Last year, JLH implemented the recommendation to accommodate women within existing resources. The six direct access beds are key to helping address the increase in homelessness in the Borough and the challenges of rough sleeping as accepted by the Homeless Commission Priority Action Group. This proposal for Direct Access Bed provision is an integral aspect of Warrington’s Homelessness Strategy and would be a key resource in its Severe Weather Emergency Protocol.

This information is in addition to that provided earlier in the application process, namely:

The Council’s Public Health department has the strategic responsibility for substance misuse including the development and delivery on local drug and alcohol strategies as well as commissioning services a wide range of services for drug and alcohol users.

The importance of immediate access to housing is critical to substance misusers. Certainly their longer term recovery includes having stable accommodation, employability and a more positive relationship with family members and other significant others. The direct access bed nights offer will ensure that those most critical who are in need of emergency housing are safely housed with a support offer. Many individuals who are deemed “rough sleepers” or “street homeless” present with substance misuse issues – often to self-medicate and disguise their own social, personal and health issues. The direct access provision will ensure people are less at risk and will then become known to the “system” more appropriately – thus enabling a wider range of partners to intervene and support each individual.

**Reason for Referral**

The site is owned by Warrington Borough Council.

**Human Rights**

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:

*Article 8 - The right to respect for private and family life, home and correspondence.*
*Article 1 of Protocol 1 - The right of peaceful enjoyment of possessions and protection of property*

**Site and Proposal**

The site is in a mixed use area with a number of commercial uses nearby. It is
a large four storey building which provides supported accommodation in 54 units for single adults at risk of homelessness.

Whilst the site is not allocated in the Warrington Local Plan Core Strategy (LPCS), it is within the Strategic Location of Inner Warrington as defined by Policy CS 9 of the LPCS. It is also within an Air Quality Management Area (AQMA) and Area of Archaeological Potential.

The amended proposal is for the conversion of an existing chapel/meeting room into 6 bedrooms to provide emergency overnight accommodation for the homeless/those at risk of being homeless.

This type of accommodation has been identified as being key to helping address the increase in homelessness in the Borough and the challenges of rough sleeping as accepted by the Homeless Commission Priority Action Group.

Both nationally and locally there is a trend of increasing rough sleeping and homelessness. The Council, along with its partners, are continuing to work to manage this trend, which is anticipated to increase further from the impact of national welfare reforms. James Lee House is one of the main commissioned facilities for homeless persons within the Borough and this proposal is intended to widen the opportunities for homeless persons to access temporary accommodation in anticipation of that increased demand.

The Council’s Public Health team considers that this provision will ensure those in need of emergency housing are safely housed and have access to appropriate support for their needs, which can include substance misuse.

No additional staff would be required as a result of the proposal. The Salvation Army staff the premises with staff who are adequately trained and experienced to provide support; to maintain the accommodation and to engage with the full range of services – with the aim of resettling individuals into permanent accommodation.

Some alterations to the external fabric of the building are proposed to facilitate provision of the bedrooms. These include a fire exit door on the side elevation and four windows set in render on the front elevation.

**Relevant Planning History**

98/38188 – proposed redevelopment of existing Salvation Army hostel to provide new residential accommodation, 2 cluster units, one shared 4 bed flat and 15 self-contained bedsits. Approved 12/08/1998.

Notification Responses

The application, including the recently received amended drawings, have been publicised by neighbour notification letters, and the display of a site notice on Brick Street.

Nine representations objecting to the proposals and three in support have been received.

Issues raised in objection include: inadequate number of and access to toilets, showers, kitchen and disabled facilities; the standard and quality of accommodation; inadequate supervision; sound insulation; social/day space not shown; and safeguarding and welfare concerns.

Issues in support include: valuable contribution to meeting urgent welfare needs of vulnerable persons; providing proper rooms that give dignity and privacy are certainly a step forward and an improvement on what is currently available; ensuring that move-on is rapid and that support is there to make this happen is key to success; these plans are fully in line with the recommendations of the Homelessness Commission.

Consultation Responses

Ward Councillors

No comments received.

Environmental Protection
No objections subject to a condition regarding provision of a ventilation filter and an informative regarding working hours.

Highways
No objections.

Private Sector Housing Team
Satisfied that the amended room sizes are acceptable given they are literally being used overnight on a temporary basis. The original plans where eight rooms were to be formed were below what we would accept for long term use and reducing to six rooms offers more space.

Borrowed light should be introduced into the three rooms without windows with a glazed panel above each door. Normally, an opening window in each room is preferred, but it is not physically possible for three of the rooms. Bearing in mind that they are only for overnight use when it is mainly dark anyway and not for permanent residence this is considered to be a reasonable compromise, together with the air conditioning system to control temperature and humidity.
Observations

Principle

The site is already used to provide supported accommodation for people at risk of homelessness, and the proposed additional bedrooms would be in keeping with the use of the site. Planning permission for this use was approved under 98/38188. The current proposal is not a new use but rather supplements the overall use by providing an additional six bedrooms within the existing fabric of the building.

The proposal would deliver facilities to provide overnight accommodation and other interventions for some of the most vulnerable people in society. It would also deliver an integral aspect of the Council’s Homeless Strategy, especially during the winter. Therefore it is considered that it would deliver special needs housing and dramatically improve health and well-being for particularly vulnerable people in accordance with Policies SN 1 and SN 7 of the LPCS.

Noise & Air Quality

The Council’s Environmental Protection team has not raised objections to the proposal.

The submission indicates uprated glazing to those rooms with windows and they would be non-openable. These would ensure that internal noise levels would comply with relevant noise standards.

A Mechanical Heat Recovery system is proposed to ventilate the rooms in accordance with Building Regulations requirements. Attenuators are detailed on the plans to include a silencer achieving the same level of attenuation as the glazing – to prevent the ventilation system being a conduit for external noise to adversely impact on amenity. This would again ensure that noise levels comply with relevant noise standards.

Due to the site’s location in an Air Quality Management Area, Environmental Protection have recommended that a NOx (oxides of Nitrogen) filter should be installed in the input route for the mechanical ventilation system. This filter would reduce levels of a range of harmful pollutants, NOx being the critical pollutant in this area, to a level below the National Air Quality Objective levels. Details of the specific filter to be used are to be determined and a condition is recommended to deal with this issue.

Therefore, subject to the installation of glazing and ventilation attenuation in accordance with the amended plans and the submission of details in respect of the NOx filter and its installation pre-occupation it is considered that the proposal would provide adequate accommodation for this particular purpose in accordance with Policy QE 6 of the LPCS.
Residential Amenity

The site is in a commercial area and there are no dwellings in close proximity to the area of the building where the bedrooms are proposed. Given the scale and current use of the property, it is considered an additional 6 bedrooms and associated visits would be unlikely to cause harm to residential amenity within the surrounding area.

The amenity of future occupiers of the six bedrooms is a material planning matter. Protecting occupiers from noise and disturbance primarily from external traffic noise has been considered by the applicant and the provision new windows with noise insulating qualities has been acknowledged earlier in this report. In addition, the provision of mechanical ventilation systems should protect residents from traffic exhaust fumes and other particulates.

Members will note that several objections have been raised in respect of the standards of accommodation, access to catering and sanitary facilities within the building and how the facility is to be managed. Members are respectfully reminded that many of these matters are of limited relevance to the planning merits of the proposals and are subject to control under other legislation (e.g. Housing, Environmental Health and Building Regulations). However, further clarification has been sought to assist the Committee.

Following the deferral of the case at the December Committee, further information has been submitted, with particular reference to the public comments received. This has confirmed the following:

- This is not a new facility in its own right, but is rather an adjunct to the existing Salvation Army hostel that provides supervised overnight accommodation for homeless single persons.
- There are two fully DDA compliant toilets on the ground floor and one DDA compliant shower room that are accessible from the proposed six bedrooms;
- There are a total of five different toilet units in close proximity to the proposed bedrooms;
- James Lee House is staffed 24 hours a day and seven days per week by at least 2 staff at any given time. Staff will be available at all times to provide support for the new bedrooms.
- The corridor areas in the new development will be monitored via CCTV round the clock.
- The existing project is a mixed gender facility and it complies with the requirements of relevant equalities legislation and safeguarding arrangements.
- Occupiers of the proposed six bedrooms will have access to fully catered meals on the premises as well as snacks and beverages. There is also access to a kitchen and lounge with a TV area where food may be prepared on a self-service basis.
- The bedrooms have locks with a coded keypad for extra security.
One earlier concern related to room sizes. There are no universal standards that set a minimum floor area for bedrooms in hostels to be occupied by transitory residents. The Council has a set of guidelines applicable to House in Multiple Occupation (HMO), but these cater for a different housing need and are not directly comparable. The minimum single-occupancy bedroom size for a local HMO is 6.50sqm, and there is an exemption to this minimum size if the HMO is managed by a registered charity as a night shelter or temporary accommodation for persons suffering or recovering from drug or alcohol abuse or a mental disorder.

The room sizes shown in the initial eight bedroom scheme were constricted being as low as 4.60sqm in several instances. The amendments have increased the minimum floor areas to within the range of 5.48 – 7.39sqm, achievable by reducing the overall number of bedrooms. This range is considered to be acceptable given the fact that the accommodation is only intended to meet emergency, short term needs. This has been accepted by the Council’s Private Sector Housing Team (see comments above).

The three rooms on the frontage will have windows whereas the other three at the back will have to be artificially illuminated. It is not possible to provide the latter with windows because they back onto another room within the building. It should be possible to provide glazed panels above the doors to each of the three rooms, although internal alterations to buildings do not normally constitute development. The applicant has agreed to do this, however, and as the doors form part of the detail of a development that requires planning permission, it would be legitimate for a condition requiring submission of details of such doors to be added to a grant of planning permission. All matters considered, due to the very short term nature of the accommodation, this is a compromise that is considered to be acceptable, on balance.

The proposal is considered to accord with Policy QE 6 of the LPCS.

**Highway Safety**

The Highways team has not raised objections, and it is considered that the proposal complements the existing use. Given that there is no increase in staff numbers at the site there would be very limited potential for car trip generation or further parking demand. Therefore the proposal would be acceptable in highway terms and comply with Policy MP 1 of the LPCS.

**Archaeology**

Given that the works involved would not involve any intrusive ground operations, as it is simply a conversion of part of an existing building, there would not be any archaeological implications. As such the proposal would accord with Policy QE 8 of the LPCS.
Conclusions

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. The starting point must be the Development Plan and then other material considerations must be considered. The Framework reaffirms the primacy of an up to date Development Plan in the decision making process.

In respect of the three dimensions to sustainable development set out within the Framework, it is considered that the delivery of this form of housing is a contributor to economic growth. The development represents an investment in the town and will generate employment during the construction phase. The occupation of the development following completion will integrate into an existing service. Further modest financial benefits will be generated in terms of expenditure in local shops to meet the needs of the occupiers, and the continuing servicing and maintenance of the premises. By meeting the needs of a vulnerable client group, improving their short and medium term outcomes will have an associated longer term financial return on investment to the town.

The proposals will fulfil a social role by delivering a type of residential accommodation that meets an identified local need and which is fully supported by the Warrington Homelessness Commission and Warrington Homelessness Priority Action Group, and associated partner organisations. Facilities to hand include catering and lounge facilities, bathroom and toilets and supported by staff. The site is adjacent to the town centre where occupiers will have access to a variety of facilities, including health, care and support for their immediate needs, and access to culture, leisure and entertainment as needed. The development is considered to contribute to the government’s aim of supporting strong, vibrant and healthy communities.

The proposed development will have a limited environmental impact noticeable mainly in the form of modest changes to a small part of the building’s front and side elevations. These are considered to be generally beneficial in terms of design and materials, which have a positive environmental effect.

The development will provide much-needed temporary accommodation for single homeless persons within the Borough. Facilities to hand include catering and lounge facilities, bathroom and toilets and supported by staff.

The proposals are considered to be sustainable development and are in accordance with the provisions of the adopted Development Plan and the Framework.

Recommendation

Approve subject to Conditions
Conditions & Reasons

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

   Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans: A.01.0 - Location Plan; A.01.01 Rev. A – Proposed Elevations; A.01.01 Rev. D - Outline Proposals/Proposed Floor Plans.

   Reason: For the avoidance of doubt and to enable Warrington Borough Council to adequately control the development and to minimise its impact on the amenities of the local area and to conform with Policy QE7 of the Warrington Core Strategy.

3. Prior to the first use of the bedrooms hereby approved, details of a NOx Filter to be inserted in line with the incoming air for the proposed mechanical ventilation scheme to mitigate against exposure to poor air quality, shall be submitted to and approved in writing by the Local Planning Authority. The approved filter system shall be implemented in full prior to the residential use commencing and shall be retained, maintained and serviced in accordance with manufacturers recommendations for the duration of any residential use for these rooms.

   Reason: To protect the health and amenity of future occupants through the introduction of appropriate mitigation measures for protection against poor air quality, in accordance with Policy QE6 of the Warrington Local Plan and Section 3 of the Environmental Protection SPD.

4. No development (excluding demolition) shall take place until samples of materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

   Reason: To ensure the materials are appropriate in the interests of visual amenity and in accordance with Policy QE7 of the adopted Warrington Local Plan Core Strategy.

5. Notwithstanding what is shown on the approved plans, development shall not commence until details of the entrance doors to bedroom numbers 4, 5 and 6 on Drawing No. A.01.01 Rev. D - Outline Proposals/Proposed Floor Plans showing a glazed panel on the upper part of each door have been submitted to and approved in writing by the local planning authority. The doors shall be implemented and retained in accordance with the approved details.
Reason: To ensure that the occupants of these bedrooms have access to some natural light in the interests of amenity and in accordance with Policy QE6 of the adopted Warrington Local Plan Core Strategy.

6. Development shall not commence until precise details of the proposed mechanical ventilation and heat recovery system has been submitted to and approved in writing by the local planning authority. The system shall be implemented and retained in situ in accordance with the approved details.

Reason: In the interests of the amenity of occupiers of the development in accordance with Policy QE6 of the adopted Warrington Local Plan Core Strategy.
Appendix 1

Block Plan

Area of part of building involved highlighted
Appendix 2

Proposed 6 additional Bedrooms
<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2018/32497</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>Great Sankey High School, Barrow Hall Lane, Great Sankey, Warrington, WA5 3AA</td>
</tr>
<tr>
<td>Ward:</td>
<td>Great Sankey North and Whittle Hall</td>
</tr>
<tr>
<td>Development</td>
<td>Full Planning - Proposed single storey science block with pitched roof to include 11 new laboratories and hard landscaping to entrance area.</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>28-Mar-2018</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Mr Wright</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>26-Jun-2018</td>
</tr>
</tbody>
</table>

**Reason for Referral**

The Council has an ownership interest in the part of the site currently occupied by the former Barrow Hall Primary School buildings.

**Human Rights**

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

- **Article 8** - The right to respect for private and family life, home and correspondence.

- **Article 1 of Protocol 1** - The right of peaceful enjoyment of possessions and protection of property.

**Site & Proposal**

The proposed science block would be positioned on the area currently occupied by the former Barrow Hall Primary School buildings, where demolition works are expected to begin later this summer.

An application for the demolition of the former infants school building - in April 2018 - confirmed that prior approval for the demolition was not required (2018/32509).
The proposed science block would provide up-to-date facilities at the High School, and together with existing and proposed buildings would form a central plaza feature, with a high quality outside space.

The new entrance to the science block is designed so as to draw pupils through the site towards the entrance plaza, to create a well frequented and attractive outdoor space.

The finished floor level of the new building would be raised to make an allowance for flood risk and for forecast climate change.

New hard and soft landscaping would be incorporated, with existing mature tree cover retained.

The external materials would continue the existing theme of brickwork and glazing with colour coated steel cladding for the roof.

Existing site access and parking would be retained.

**Planning Policies**

**National Planning Policy Framework**
Matters relating to sustainable new development, climate change and protected species

**Local Plan Core Strategy**
CS1 – Delivering Sustainable Development
QE1 – Decentralised Energy Networks and Low Carbon Development
QE3 - Green Infrastructure
QE4 – Flood Risk
QE5 – Biodiversity & Geodiversity
QE6 – Environment & Amenity Protection
QE7 – Ensuring a High Quality Place
QE8 – Historic Environment
MP1 – General Transport Principles
MP3 – Active Travel
MP7 – Transport Assessments & Travel Plans

**Supplementary Planning Documents**
Design & Construction
Environmental Protection
Standards for Parking in New Development

**Planning History**

An application for the demolition of the former infants school building in April 2018 confirmed that prior approval for the demolition was not required (2018/32509).
Notification Responses

Ward Councillor (s) – No response.

Parish Council – No response.

Neighbours – No response.

Consultation Responses

WBC Highways – No objection subject to conditions.

WBC Environmental Protection - No objection subject to conditions.

WBC Ecology – No objection subject to condition.

WBC Trees – No objection subject to condition.

WBC Flood Risk – No objection.

Environment Agency – No objection subject to condition.

United Utilities – No objection subject to conditions.

Observations

Principle
The proposed new science building would be acceptable as a matter of principle, and in accordance with policy CS1 of the Local Plan Core Strategy for Warrington.

Work is well underway at the nearby Great Sankey Leisure Centre - to the immediate north of the High School site – where large scale redevelopment was approved in August 2015 (2015/25913) – and which will eventually form a continuous complex with the High School campus.

Character & Appearance
The proposed single storey building would replace the existing single storey buildings on the site and would not be highly visible from outside the site boundaries from public vantage points or residential properties, due to comprehensive screening by the trees in the brook corridors. This would not change notwithstanding the need to raise finished floor levels to protect from flooding.

Externally, the walls would be of brick and aluminium curtain wall glazing and the roof of colour coated steel cladding.

The building is acceptable as a modern, high quality design which would add to the attractiveness of the school's environs.
Impact on Living Conditions
The nearest dwellings to the site are circa 48 metres away on the far side of Barrow Hall Lane, and circa 84 metres to the south beyond the woodland to the rear gardens of houses to the south on Cronulla Drive. Given the interface distances to the nearest housing and intervening features, there would not be a serious impact on living conditions arising from visual intrusion.

A condition to ensure that the building is noise insulted to a suitable standard to prevent harm to living conditions is recommended.

A Construction Environmental Management Plan (CEMP) would impose control over the demolition and construction phases, including for example the hours and days of activity.

Given the use of the building for teaching science, a condition to ensure suitable air extraction equipment is also recommended.

Flood Risk
As the proposed building would be partially in Flood Zone 3, the NPPF requires the proposal to be subject to both a Sequential and an Exceptions test.

The objective of the Sequential approach is to direct development to areas at lower risk of flooding.

The Exceptions test is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available.

In essence, the two tests require proposed development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.

A flood risk assessment (FRA), including a sequential flood risk assessment, have been submitted, which takes account of the construction of the science building on an area currently occupied by the former infant school buildings. In sequential terms, it is accepted that the proposal – together with the proposed new sports hall (2018/32507), would capitalise on the opportunity to locate new teaching facilities immediately adjacent to the existing school site, and to develop a single, larger campus at the site – where the needs of West Warrington for school laces can be met.

In addition, these facilities need to be close to, and part of, the existing school site – to enable the school to meet safeguarding and timetabling obligations, and to provide a coherent and compact school campus.

Overall, it is accepted that there is no other land within the existing school
grounds which could accommodate the building (previous efforts led to insurmountable objection from Sport England). It is also accepted that there is no sequentially preferable site in the Borough at which the new sports and exam hall could realistically and economically be located.

The FRA proposes a number of physical measures which would mitigate against the known flood risk, without worsening the risk of flooding elsewhere, and these would be made the subject of condition. Such measures include the raising of ground floor levels; the provision of compensatory flood storage, together with flood resistance and resilience measures at ground floor level. Subject to the implementation of these measures, the proposed science building would comply with the exceptions test, and would show sustainability benefits to the community which would outweigh the risk of flooding, and that it would be safe for its lifetime. The clear benefits to the growing school together with the benefits of concentrating new facilities at the site of the existing High School campus, are considered to be compelling public benefits in this case.

Trees and Ecology
There is substantial tree cover around the edge of the school grounds, along the watercourse corridors. The site has been surveyed for great crested newts (GCN) and for water voles. GCNs have been confirmed as not present at the site or within the survey area.

It is not anticipated that any existing trees in the main belts would be removed as a result of this proposal, or that subject to the 2018/32507 application for the new sports hall. The trees would be protected during demolition and construction works.

No firm evidence of water voles was detected during an updated survey on 19th June 2018 and so no adverse impacts on water voles are predicted. Water voles are a mobile species – so it is recommended that a further survey is undertaken if work does not begin on site within two years.

The protection of trees during the course of demolition and construction works and the prohibition of work to them during the bird nesting season would prevent serious harm to birdlife – and would also be controlled by conditions.
Highway Matters

The numbers of students and teachers at the High School are forecast to increase as follows:-

<table>
<thead>
<tr>
<th>Year</th>
<th>Teachers</th>
<th>11-16 years</th>
<th>6th Form</th>
<th>Total</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-2018</td>
<td>120</td>
<td>1552</td>
<td>294</td>
<td>1966</td>
<td>0</td>
</tr>
<tr>
<td>2018-2019</td>
<td>120</td>
<td>1646</td>
<td>320</td>
<td>2086</td>
<td>120</td>
</tr>
<tr>
<td>2019-2020</td>
<td>130</td>
<td>1725</td>
<td>340</td>
<td>2195</td>
<td>109</td>
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<tr>
<td>2020-2021</td>
<td>131</td>
<td>1789</td>
<td>360</td>
<td>2280</td>
<td>85</td>
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<tr>
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<td>135</td>
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<td>135</td>
<td>1905</td>
<td>400</td>
<td>2440</td>
<td>59</td>
</tr>
</tbody>
</table>

The proposal is not likely to have a noticeable impact on the use of Barrow Hall Lane or other nearby parts of the road network, nor on road safety. Existing access points from Barrow Hall Road and parking provision would be retained. A new pedestrian bridge over a brook (the subject of planning application 2018/32498) would provide improved internal linkage within the school campus.

The additional staff would number less than were associated with the former primary school, and overall the proposal is not likely to have a noticeable impact on the use of Barrow Hall Lane or other nearby parts of the road network, nor on road safety.

Recommendation

Approve subject to conditions.

Conditions & Reasons

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

   Reason - To ensure that the local planning authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. This permission shall not be implemented otherwise in accordance with the following:-
   2190.04.201 Site Location Plan P1; 2190.04.203 Proposed Site Plan P3; 2190.04.501 Site Sections Existing P1; 2190.04.207 Proposed Drainage Layout P1; 2190.04.301 Ground Floor Plan P6; 2190.04.302 Roof Plan P1;
   2190.04.401 Elevations P5; 2190.04.302 Site Sections Proposed P1; 2190.04.503 GA Sections (Sht 1) P5; 3709 SHEET 1; 6438 Report 14.12.17; Great Sankey High School TA rev 0; DAS Great Sankey High School Science Block; 18.01.12 PDA J001589-2886-01 Great Sankey High School Acoustics Appraisal Report; 3709_R; Ecology Report; FRA 16 1081 R0 minor amendment.
Reason - To define this permission.

3. Prior to the commencement of development a plan showing root protections areas for the retained trees shall be submitted to and approved in writing by the local planning authority. Thereafter details of the construction of any part of the development which runs through the root protection areas of retained trees and how damage to tree roots will be minimised, shall be submitted to and approved in writing by the local planning authority, prior to their installation. Development shall then be carried out in complete accordance with the approved details.

Reason – To ensure that important trees are adequately protected in the interests of the character and appearance of the development in accordance with policies CS1; QE3 and QE7 of the Local Plan Core Strategy for Warrington and with the Council’s adopted Design and Construction SPD.

4. All trees to be retained on site shall be protected in accordance with British Standard BS 5837: 2012 (Trees in relation to design, demolition and construction). The development shall not commence unless and until the measures required shall continue until the development has been completed.

Reason – To ensure that important trees are adequately protected in the interests of the character and appearance of the development in accordance with policies CS1; QE3 and QE7 of the Local Plan Core Strategy for Warrington and with the Council’s adopted Design and Construction SPD.

5. Tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not be undertaken between March and July inclusive, unless the absence of nesting birds has been confirmed by further surveys or inspections approved by the Local Planning Authority.

Reason: In order to avoid adverse impacts on nesting birds and to comply with the Wildlife and Countryside Act 1981 (as amended)] and the NPPF.

6. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:

1. Provision of compensatory flood storage.
2. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
3. Finished floor level of the proposed building is to be set no lower than 16.0 m above Ordnance Datum (AOD).
Reason
1. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. The submitted FRA explains that the proposed building is to be raised above existing ground levels on columns, to allow flood waters to flow under the building.
2. To ensure safe access and egress from and to the site.
3. To reduce the risk of flooding to the proposed development and future occupants.

7. The building hereby approved shall not be constructed until written and photographic details of the external roofing and facing materials (including manufacturer's details) have been submitted to and approved in writing by the local planning authority. Material samples shall be made available to view on site. The development shall be constructed in accordance with the approved detail/samples and retained thereafter.

Reason - In the interests of the character and appearance of the development in the locality in accordance with policies CS1 and QE7 of the adopted Local Plan Core Strategy for Warrington and the Council's Design and Construction Supplementary Planning Document.

8. Prior to the first use of the building hereby approved a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

a. The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Management Company/Body; and
b. Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development in accordance with Policy QE 4 of the Warrington Core Strategy.
9. No development (other than demolition and site clearance works) shall take place until the steps in Sections A and B below are undertaken:

A: CHARACTERISATION: With specific consideration to human health, controlled waters and wider environmental factors, the following documents must be provided (as necessary) to characterise the site in terms of potential risk to sensitive receptors:
- Preliminary Risk Assessment (PRA or Desk Study)
- Generic Quantitative Risk Assessment (GQRA) informed by a Intrusive Site Investigation
- Detailed Quantitative Risk Assessment (DQRA)
- Remedial Options Appraisal
Completing a PRA is the minimum requirement. DQRA should only to be submitted if GQRA findings require it.

B: SUBMISSION OF A REMEDIATION & VERIFICATION STRATEGY: As determined by the findings of Section A above, a remediation strategy (if required) and verification (validation) strategy shall submitted in writing to and agreed with the LPA. This strategy shall ensure the site is suitable for the intended use and mitigate risks to identified receptors. This strategy should be derived from a Remedial Options Appraisal and must detail the proposed remediation measures/objectives and how proposed remedial measures will be verified.

The actions required in Sections A and B shall adhere to the following guidance: CLR11 (Environment Agency/DEFRA, 2004); BS10175 (British Standards Institution, 2011); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with policy QE6 of the Local Plan Core Strategy for Warrington); Paragraph 121 of the National Planning Policy Framework (March 2012), and Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

10. The development shall not be taken into use until the following requirements have been met and required information submitted to and approved by the Local Planning Authority (LPA):

A: REMEDIATION & VERIFICATION: Remediation (if required) and verification shall be carried out in accordance with an approved strategy. Following completion of all remediation and verification measures, a Verification Report must be submitted to the LPA for approval.

B: REPORTING OF UNEXPECTED CONTAMINATION: All unexpected or previously-unidentified contamination encountered during development works must be reported immediately to the LPA
and works halted within the affected area(s). Prior to site works recommencing in the affected area(s), the contamination must be characterised by intrusive investigation, risk assessed (with remediation/verification measures proposed as necessary) and a revised remediation and verification strategy submitted in writing and agreed by the LPA.

C: LONG-TERM MONITORING & MAINTENANCE: If required in the agreed remediation or verification strategy, all monitoring and/or maintenance of remedial measures shall be carried out in accordance with the approved details.

The site shall not be taken into use until remediation and verification are completed. The actions required to be carried out in Sections A to C above shall adhere to the following guidance: CLR11 (Environment Agency/DEFRA, 2004); BS10175 (British Standards Institution, 2011); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with policy QE6 of the Local Plan Core Strategy for Warrington; Paragraph 121 of the National Planning Policy Framework (March 2012), and Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

11. Prior to the commencement of any works on site, the developer shall provide in writing a Construction Environmental Management Plan (CEMP) to the LPA for written approval. The CEMP shall review all construction operations proposed on site and shall cover as a minimum the following areas of work on a phase by phase basis, identifying appropriate mitigation measures as necessary:
   - Proposed locations of Site Compound Areas including contractor and staff parking
   - Proposed Routing of deliveries to Site Compounds or deliveries direct to site
   - Proposed delivery hours to site and delivery routing; supervision; scheduling; waiting and phasing
   - Proposed Construction Hours
   - Acoustic mitigation measures
   - Control of Dust and Air Quality on site and consideration for joining a Considerate Contractors Scheme
   - Measures for the prevention of pollution of the nearby watercourses
   - Delivery and waste management
   - Loading and storage areas
   - Hoarding
   - Gates and security

The CEMP shall consider matters relating to construction and
demolition - noise, dust, odour, control of waste materials and vibration. Once approved in writing, all identified measures within the CEMP shall be implemented in accordance with the requirements therein and shall be reviewed on a regular basis and in case of receipt of any justified complaint.

Any changes to the identified CEMP mitigation measures from either the regular review process or following receipt of a complaint shall be forwarded to the Local Planning Authority within 24hrs of a change being agreed or implemented.

Reason – To mitigate the impact of demolition and construction on the living conditions of occupiers of nearby residential properties; on the highway network and on the water environment and biodiversity.

12. A scheme for cycle parking shall be submitted to and approved in writing by the local planning authority. The scheme as agreed shall be provided prior to first use of the sports hall hereby permitted and retained for use as such thereafter.

Reason - To ensure adequate provision in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington and with the Standards for Parking in New Development SPD.

13. If none of the development granted by this permission, including any demolition works, is commenced within two years of the date of this permission, a repeat survey for water voles shall be undertaken. If water voles are detected, the survey shall set out detailed proposals to mitigate the impact of the development on water voles and their habitat and shall be submitted for approval to the local planning authority. Any such mitigation as may be required following the repeat survey shall be fully implemented as agreed.

Reason – In the interests of protected species in accordance with policy QE5 of the Local Plan Core Strategy for Warrington and with the Wildlife and Countryside Act 1981 (as amended).

14. Prior to the first use of the science block hereby approved, a suitable scheme for the extraction and ventilation of odours and fumes generated within the building (including acoustical silencing) shall be submitted to and approved in writing by the Local Planning Authority. Before the first use of the science block, the approved scheme shall be fully installed; shall be available for use and shall be retained as such thereafter.

Reason: -To prevent undue harm to the living conditions of occupiers of nearby residential properties by reason of fume, odour and noise impacts in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).
15. No development above ground floor slab level of any part of the development hereby permitted shall take place until a scheme for the soundproofing of the proposed science block, as recommended in the acoustic report submitted by PDA (TD/J0001589/2886/01), dated 11th January 2018, has been submitted to and approved in writing by the local planning authority. The measures shall be implemented in full accordance with the approved details prior to the first occupation of the development and shall be retained thereafter.

Reason – To safeguard the living conditions of occupiers of nearby residential properties in accordance with policies CS1 and QE6 of the Local Plan Core Strategy for Warrington; with para 123 of the NPPF and Section 6 of the Council’s Environmental Protection Supplementary Planning Document.
Site Plan

Typical Elevations – Brickwork, Colour Coated Metal Cladding and Glazing

Photographs of site
Area between Brook Corridor and Former Infant School Building
View of Former Infant School Building from High School
ITEM 3

Application Number: 2018/32516

Location: Sir Thomas Boteler Church Of England High School, Grammar School Road, Latchford, Warrington, WA4 1JL

Ward: Latchford East

Development Full Planning - Proposed installation of a 2.4m high manually operated pedestrian and vehicle access gate to the access road

Date Registered: 26-Mar-2018

Applicant: Warrington Borough Council

8/13/16 Week Expiry Date: 20-May-2018

Reason for Referral

The application has been referred due to the site being Council Owned Land and the Council is the applicant

Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

- Article 8 - The right to respect for private and family life, home and correspondence.
- Article 1 of Protocol 1 - The right of peaceful enjoyment of possessions and protection of property.

Site and surroundings

This application relates to the vehicular and pedestrian access road leading from Knutsford Road to the site of the Sir Thomas Boteler Church of England High School in Latchford.

The proposal

Planning permission is sought for the erection of a vehicular access gate and pedestrian access gate, across the access road to the school.
The vehicular access gate would measure 5.5m in width, and the pedestrian gate would measure 2.0m in width – both would measure 2.4m in height. They would be coloured dark green.

Relevant site history

None of relevance

Planning Policies

National Planning Policy Framework
Core planning principles
Chapter 1 – Building a strong competitive economy
Chapter 4 – Promoting sustainable transport
Chapter 7 – Requiring Good Design

Local Plan Core Strategy
CS1 – Delivering Sustainable Development
CS2 – Quantity and Distribution of Development
CS9 – Strategic Location – Inner Warrington
QE4 – Flood Risk
QE7 – Ensuring a High Quality Place
MP1 – General Transport Principles

Supplementary Planning Documents
Design and Construction SPD

Consultation Responses

Highways
No objections

Notification Responses

Ward Councillors
No comments received to date

Neighbours
No representations have been received

Observations

Visual Amenity

This application proposes the installation of a 2.4m vehicular entrance security gate, with adjacent pedestrian gate measuring the same height.

The site is currently fenced from the adjacent highway, Knutsford Road, with fencing measuring approximately 1.4m in height. The gate would be set back
from the highway by approximately 14.0m, and it is not considered would disrupt the visual amenities of the site or those adjacent. The green colouring and design of the gate is considered to be appropriate, providing security to the school.

The proposal is considered to be in accordance with policies CS1 and QE7 of the Warrington Borough Council Core Strategy and the design policies in the National Planning Policy Framework.

Parking and highway safety

Consultation has been undertaken with the Council’s Highways Officers.

It is noted that given the set back from the highway, vehicles entering the site would be able to wait without causing congestion on the adjacent highway.

The development would have no undue impact on vehicle and pedestrian visibility at the site. A condition is recommended by officers to ensure the gate is set back from the highway, and would open inwards only for safety reasons.

Having regard to the comments of the Council’s highway officer it is not considered that the proposal would raise any issues from a highway safety perspective. The proposed development is therefore considered to be in accordance with policies CS1, QE6, MP1 and MP7 of the Warrington Borough Council Core Strategy.

Flood risk

The site is located within Flood Zone 2.

As the gates would not reduce flood capacity and are of flood resilient construction, there are no issues with regard to flood risk.

Recommendation

Approve subject to Conditions

Conditions & Reasons

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

   Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the following approved plans – Site location plan proposed gates location. Drawing No. AO.

   Reason: For the avoidance of doubt and to define the permission.
3. The vehicular access gate hereby approved shall be installed in a manner that ensures that they would open into the site only.

Reason: To ensure the development has no undue impact upon highway safety in accordance with Policy MP1 of the Local Plan Core Strategy and the National Planning Policy Framework

4. The access gates hereby approved shall be painted or powder coated dark green prior to installation

Reason: To ensure the development is acceptable with regard to visual amenity in accordance with Policies CS1 and QE7 of the adopted Warrington Core Strategy and the National Planning Policy Framework.
Appendix 1 – Site photographs
Application Number: 2018/32579

Location: Former garages site behind/adjacent to 2, Former Garages, Longshaw Street, Warrington, WA5 0HT

Ward: Bewsey and Whitecross

Development Full Planning - Proposal for 6 new affordable apartments for rent with associated external works

Date Registered: 11-May-2018

Applicant: Torus

8/13/16 Week Expiry Date: 05-Jul-2018

Reason for Referral

The application site is within the ownership of Warrington Borough Council.

Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights has been taken into account in the preparation of this report, particularly the implications arising from Article 8 relating to the right to respect for private and family life, home and correspondence, and Article 1 of Protocol 1, concerned with the right of peaceful enjoyment of possessions and protection of property.

Site and Proposal

The site is a former domestic garage which previously served surrounding properties. The site was cleared several years ago and is currently an area of open, hard standing with no specific current use.

To the north is open land, to the east the rear gardens areas of properties on Marshall Avenue, to the south and west semi-detached properties on Dagnall Avenue and Longshaw Street.

An existing access point is located adjacent to No. 233 Longshaw Street. A field access gate is also located close to the junction with Longshaw Street.
The application proposes a scheme of 6 new affordable apartments for rent within a three storey block subdivided centrally, and joined by short flat roofed link. The apartments would all be 2 bed rooms with a parking space each and access to shared garden space.

Dallam local centre is within a 2 minute walking distance of the site to the south, which comprises of a convenience store and pharmacy together with 20 new properties as part of planning approval 2015/26262 part of wider regeneration plans for the area.

Relevant Planning History

None

Planning Policy

National Planning Policy Framework (NPPF)

Warrington Core Strategy
Policy CS1 Overall Spatial Strategy-Delivering Sustainable Development
Policy CS 2 Overall Spatial Strategy-Quantity and Distribution of Development
Policy CS 3 Overall Spatial Strategy - Transport
Policy SN1 Distribution and Nature of New Housing
Policy SN2 Securing Mixed and Inclusive Neighbourhoods
Policy QE3 Green Infrastructure
Policy QE6 Environment and Amenity Protection
Policy QE7 Ensuring a High Quality Place
Policy MP1 General Transport Principles

Consultation Responses

Environmental Health
No objections – conditions recommended relating to land quality and noise and construction activity

Noise
The proposal site is within a Defra noise mapped area for transportation noise. Guidance levels for internal noise levels are met when windows at the proposal are closed however with widows open these noise levels are exceeded. Therefore a noise condition has been recommended for acoustic trickle vents in habitable rooms.

Contaminated Land
This is a Large Scheme for a Sensitive end use located on land that is currently designated as Potentially Contaminated Land (CL0397). There appears to be 5x potential ground gas generation source(s) within 250m of the subject site (CL0048, CL0067, CL0071, EAHLD31937 and CL1017). Given the scale of the scheme and the sensitive end use, current procedures would require the standard CL Preparatory Works and CL Completion Conditions to be attached to any consent granted for the scheme.
Consideration of potential soil, groundwater and ground gas contamination issues would be required in accordance with the CL Conditions.

I therefore have no objections subject to the following Conditions and Informatives being applied should consent be given.

United Utilities
Conditions on foul water and surface water drainage scheme.

Highways
The geometry of the access makes the site unsuitable for two-way traffic and the internal layout prevents servicing by large vehicles. As such highways object to the proposals on grounds of highway safety and lack of service access.

Sustainability
Being in a residential area, the site is considered to be in a sustainable location in transport terms, with all frequently used facilities and infrastructure available nearby.

Access
The proposals rely on an existing sub-standard access which is less than four metres wide for much of its length. It has no footway or lighting and no visibility at the junction with the highway, due to third party land and vegetation issues.

WBC’s policy would be to adopt an access for five or more properties. If the developer does not wish to enter a s38 Agreement (for adoption) a Maintenance Plan would be required by way of condition, with a further condition to prevent gates being placed within 25m of the highway, in the interest of highway safety. Regardless of adoption, the access should comply with basic safety orientated design criteria, particularly where its operation impacts on highway safety.

The basic requirements for a two-way access are a 4.8m carriageway with 2m footways (or 2m service strips in some private drive situations). Widening is required on bends and at junctions and lighting should be provided.

Visibility splays of 2.4 by 25m and 2m by 2m (at back of footway) are required for safe egress. There should be nothing built planted or allowed to grow above 600mm within the visibility splay and it should be within the control of the developer or highway authority. The proposals do not achieve either splay and therefore raise an objection on highway safety grounds.

It should be noted that there are gates serving the proposed site and the adjacent fields to further complicate the access issues.

The length of the access dictates that service (and emergency) vehicles would have to enter the site. In order to facilitate servicing a turning head is required sufficient for a 12m rigid vehicle to enter and leave the site in forward
gear. It is not known if the existing road construction is suitable for HGVs.

The applicant should refer to DGN1 for further guidance on servicing. Swept path analysis for a 12m rigid vehicle should be included within any subsequent application.

It should be noted that bin storage is required to be at the rear of properties and the Council’s design guide states that residents should not transport waste more than 30m to any storage point and waste collection vehicles should be able to get within 25m of the storage point. The proposed arrangements are not acceptable and cannot be accessed by WBC’s refuse collection vehicles (RCVs).

A short section of sub-standard, unadopted access would only be considered where forward visibility and passing spaces allowed opposing vehicles to negotiate passage without impact on the highway.

In this instance it is likely that opposed vehicles (including cars) would reverse into the highway blindly. Larger vehicles would have to reverse in or out of the site to make deliveries. Any parking on the access road would prevent HGV access.

Furthermore this would be a shared use route and vulnerable road users would be at risk when cars try to pass in a confined space. The access is therefore not acceptable and raises an objection on highway safety grounds.

The parking standards require nine spaces as proposed, however they should include disability parking, enlarged spaces and provision for electric vehicle charging. In addition, cycle and motorcycle parking should be provided. The overall parking provision is therefore not acceptable and adds to the objection.

In summary, highways would object to the development on highway safety grounds relating to access and servicing as well as lack of pedestrian provision and parking provision.

Notification Responses

Neighbours
1 letter received

As the owner/occupier of the property at 233, longshaw street, next to the only vehicular access to the proposed site, can I be assured that all vehicle/person movements relating to this proposal will be within reasonable hours and that works will be carried out within reasonable hours, i.e. neither very early nor very late and that the lighting plan proposed will not be intrusive into surrounding, existing housing. Also, can I be assured that the site will be maintained as an extension of the local highway and therefore be cleaned and/or repaired as may become necessary in the future.
Observations

Principle of Housing

Policy SN1 relates to housing development and states that support will be given to schemes which provide a solution to environmental or social problems associated with a site; or present an opportunity to widen the type, size and affordability of available housing, through reference to need evidenced by the Council, in sustainable locations which are well served by existing infrastructure; or support the delivery of or help create the density of population to support the operation of neighbourhood hubs and local shops and services. The proposal lies within the defined settlement boundary and is consistent with all the objectives above.

5 Year Housing Land Supply

‘The Local Plan Core Strategy housing target was quashed by the High Court in February 2015. In the absence of a housing target the Council is not currently able to demonstrate a 5 year housing land supply. This will be addressed as part of the work to reinstate the housing target as set out in the Council’s updated Local Development Scheme which was approved by the Council’s Executive Board in April 2015, with a further update on progress reported to Executive Board in October 2015.

Until the Council can demonstrate a 5 year housing supply paragraph 49 of the NPPF confirms that relevant policies for the supply of housing should not be considered up-to-date. This means that presumption in favour of sustainable development as set out in paragraph 14 of the NPPF will apply.’

Design

A key design objective for new housing development is to create a place with a locally inspired or otherwise distinctive character. Policy QE6 of the Warrington Core Strategy states that the Council would only support development which would not lead to an adverse impact on the environment and would not have an unacceptable impact on the surrounding area. Policy QE7 requires development to reinforce local distinctiveness and enhance the character, appearance and function of the street scene, local area and wider townscape.

The submission includes a Design and Access Statement intended to demonstrate how the proposal enhances the existing local character. There are no other apartments within the area, and whilst the overall design and scale of the proposed development is not characteristic of the area for the reasons set out below, the design is not considered to be inappropriate.

Scale, materials

The proposed apartments would introduce a new house type in a predominantly semi-detached area. The apartments will have a ridge height of 11.8m and eaves height of 8.5m. The apartments will form two blocks which
are linked by a central entrance/service area. The blocks have been positioned to work with the elongated shape of the site and surrounded properties to the east, west and south.

The site has open views to the north so the window openings have been increased on this elevation. Amended plans have been received which show more interest to the front (south) elevation which had previously been kept simple. Vertical render panel features have been introduced which help to break up the elevation and provide more vertical interest. Whilst the scale is greater than surrounding properties, privacy distances (discussed below) are achieved and the apartments introduce another choice of properties for people in the area.

The main use of facing material is red brick which sits in with the immediate properties. Additional detailing of render window surround, brick headers, recessed entrance doorway and feature brick panelling is taken from the nearby Harrison Square development.

The roof design replicates the predominant pitch which is found on all the surrounding properties.

The site does not have a street frontage, although will be visible from the entrance road off Longshaw Street. In line with Policy QE7, the scale, materials and general design are appropriate and help to enhance an otherwise vacant site.

**Residential Amenity**

Policy QE6 states that development will only be supported when it will not lead to an adverse impact on the environment or amenity of future occupiers. As set out in the House Extension Guideline, when considering proposals for housing development the Council will assess privacy and day lighting standards by reference to stated distances. For conventional house types up to two storeys in height a minimum distance of 21 metres between main face elevations containing windows of living rooms is required, and a minimum distance of 13 metres between main face elevations containing windows of living rooms, and windows of living rooms and a gable or windowless elevation.

The proposed new 3 storey apartment blocks retain satisfactory separation distances to the surrounding properties:

- A 26m separation distance is achieved from the rear outrigger of properties on Longshaw Street to the west, which is considered appropriate given the greater height of the building
- A 17m, separation distance is achieved from the front elevation of the apartment blocks to the rear outrigger of properties to the south on Dagnall Avenue however there are no windows on the side elevation (east elevation)
- A separation distance of 21m will be achieved from the eastern elevation
to the rear properties on Marshall Avenue. There are no window openings on this gable elevation.

There would not be any significant loss of light or outlook to existing properties.

**Neighbour comments**

Comments from the owners of No.233 Longshaw Street have been assessed. Concerns over hours of construction have been addressed with placing an informative for recommended construction hours.

In terms of the adoption of the road into the site, adoption is not going to be possible with the Council. However a condition has been placed for the submission of a ‘Maintenance Plan’ which will include amongst other things; responsibilities for maintenance of drainage, lighting, and areas of hard/soft landscaping.

**Highways**

As detailed in the consultation responses, highways have concerns over the site access which wouldn’t support two way traffic, insufficient space for a footpath and issues over refuse collection.

A new access is not being sought as part of this application. The previous use would have meant that vehicles used the site on a regular basis and would have used their judgement on entering and exiting the site in a safe way. Whilst the use is different, the scale of the development (6 apartments in total) with 9 car parking spaces will mean that the site is not heavily congested and in comparison with the former garage.

The site is located at the end of Longshaw Street, beyond to the north is a footpath, cycle way ‘Sankey Valley Trail’, and there is no through route beyond the junction of the site, only a short distance from the site entrance. There are a number of residential properties located beyond the entrance on the opposite side of Longshaw Street. The likelihood of significant risk of traffic related incidents in the immediate area of the entrance is considered to be low as a result.

Refuse will have to be wheeled to the entrance of the site and collected, whilst this may be some distance, most residential properties have to be move their own refuse to be collected, within the local area. No refuse vehicles will be expected to enter into the site.

The site is within a sustainable location with access to local services and public transport. Whilst there are some highways concerns, it is considered that these are low level due to the particular circumstances and could not be a reasonable justification for refusal of the planning permission.
Landscaping

The proposal includes a mixture of hard and soft landscaping. A grassed area wraps around the apartment blocks, giving shared amenity space for the occupiers.

Affordable housing

The scheme is submitted by a Housing Association, as such all units will fall under the ‘affordable’ umbrella. This site is part of a series of new housing in this area of Warrington which are all intended to be initially let on an affordable rent. As the site is less than 10 units, a formal affordable housing statement is not required and Central Government policy does not require any formal contribution via a Section 106 agreement.

Conclusion

The proposal involves the redevelopment of an existing previously developed site in an accessible location close to local facilities and services. There is therefore considered to be a presumption in favour of granting planning permission.

The principle of residential development is acceptable and the scheme would make a contribution to the availability of affordable housing within the borough and also a small contribution towards meeting the Housing Land Supply deficit.

With suitable safeguards set out within the recommended conditions there would be no material adverse implications for the living conditions of existing residential property.

Whilst there are highway concerns, adequate provision is made for parking and servicing.

The design of the scheme has sufficient interest and variety within the context of traditional built form in the locality.

Recommendation

Approve subject to Conditions

Conditions & Reasons

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

   Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development hereby permitted shall not be carried out otherwise
than in strict accordance with the submitted details:

L.01 - location plan (rec 5/4/18)
L20 - External Works (rec 5/4/18)
L. 04B received 22/6/18
L.10B received 22/6/18

Reason: For the avoidance of doubt and to define the permission.

3. Prior to the commencement of the development hereby approved, details of the external roofing and facing materials (including colour or render, paintwork and colourwash), shall be submitted to the Local Planning Authority for approval. The development shall be constructed in accordance with the approved details/samples.

Reason: In the interests of visual amenity. This is in accordance with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

4. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

5. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG and with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.
6. Visibility splays shall be provided at the access prior to first use. As a minimum splays of 2.4m by 25m and 2m by 2m at back of footway shall be provided and maintained as such thereafter. Nothing shall be built, planted or allowed to grow beyond 600mm height within the visibility splays.

Reason: In the interests of highway safety, in accordance with policies QE 6 and QE 7 of the Warrington Core Strategy.

7. A Maintenance Plan shall be submitted to and agreed in writing with the local planning authority. The agreed plan shall be in place prior to first occupation and remain active thereafter. The plan shall include, but not be limited to details of frequency of inspections, responsibilities for and funding of repairs. The plan shall include as a minimum maintenance of drainage, lighting, hard and soft areas of landscaping.

Reason: In the interests of residential amenity in accordance with policy QE 6 of Warrington Core Strategy

8. A scheme for refuse collection shall be submitted to and agreed in writing with the local planning authority. The plan shall be in place prior to first occupation and shall be adhered to thereafter.

Reason: In the interests of residential amenity in accordance with policy QE 6 and QE7 of Warrington Core Strategy.

9. A scheme for pedestrian access shall be submitted to and agreed in writing with the local planning authority. The scheme as agreed shall be provided prior to first occupation and be retained for use as such thereafter. The scheme shall include physical protection for pedestrians in the form of kerbs, bollards or similar.

Reason: In the interests of highway safety, in accordance with policies QE 6 and QE 7 of the Warrington Core Strategy.

10. A scheme for priority through the constrained section of access onto Longshaw Street shall be submitted to and agreed in writing with the local planning authority. The scheme as agreed shall be provided prior to first occupation and be retained for use as such thereafter. The scheme shall include signage and road markings to establish priority for incoming vehicles.

Reason: In the interests of highway safety, in accordance with policies QE 6 and QE 7 of the Warrington Core Strategy.
Appendix 1 – proposed plans
Appendix 2 – photos of the site

3D artist impression

Aerial image block plan of the existing site
View looking east into the site

View looking south/east in the site
View looking north

View of the site entrance (google images 2012)
DEVELOPMENT CONTROL COMMITTEE DATE 18th July 2018

ITEM 5

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2018/32607</th>
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<tbody>
<tr>
<td>Location:</td>
<td>Land on the corner of Longshaw Street and Troutbeck Avenue, Longshaw Street, Warrington, WA5 0DA</td>
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<tr>
<td>Ward:</td>
<td>Bewsey and Whitecross</td>
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<tr>
<td>Development</td>
<td>Full Planning - Proposed construction of 3 new dwelling houses</td>
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<tr>
<td>Date Registered:</td>
<td>11-May-2018</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Torus</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>05-Jul-2018</td>
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Reason for Referral

The application site is within the ownership of Warrington Borough Council.

Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights has been taken into account in the preparation of this report, particularly the implications arising from Article 8 relating to the right to respect for private and family life, home and correspondence, and Article 1 of Protocol 1, concerned with the right of peaceful enjoyment of possessions and protection of property.

Site and Proposal

The application is a vacant plot of land which lies within the settlement boundary of Warrington to the north of the town centre. The site occupies a corner plot on the junction of Troutbeck Avenue and Longshaw Street. The site was previously occupied by council/scout buildings which have been demolished and now forms hardstanding with fencing around the perimeter. The site is surrounded on all sides by residential development of a mixture of styles and ages.

The application proposes the construction of a short terrace of three, 2 bedroom properties each with private amenity space and in curtilage parking. The dwellings are proposed as affordable rented accommodation. Two properties shall front onto Troutbeck and one property onto Longshaw Street.
The dwellings would have a ridge height of 8.3m, eaves of 5m and width of 8m. The dwellings would be constructed of red brick, with blue engineered skirting course, rendered feature sections and tile roof.

**Relevant Planning History**

2013/22561 – Construction of 1 pair of semi-detached properties. App 13.11.13


**Planning Policy**

**National Planning Policy Framework (NPPF)**

**Warrington Core Strategy**

Policy CS1 Overall Spatial Strategy-Delivering Sustainable Development
Policy CS2 Overall Spatial Strategy-Quantity and Distribution of Development
Policy CS3 Overall Spatial Strategy - Transport
Policy SN1 Distribution and Nature of New Housing
Policy SN2 Securing Mixed and Inclusive Neighbourhoods
Policy QE6 Environment and Amenity Protection
Policy QE7 Ensuring a High Quality Place
Policy MP1 General Transport Principles

**Consultation Responses**

**Environmental Health**

The proposed site is not located in an Air Quality Management Area nor is located in a DEFRA noise mapped area. Noise and air quality are therefore not considered likely to have any significant adverse impacts on future residential amenity.

The proposal site is noted as being within 250m of a number of potential gas generation sources. In accordance with current procedures, any new build residential properties proposed would have two conditions applied due to the increased sensitivity of a residential use however in this case the proximity to potential gas generation sources would also require further assessment which will be covered by the conditional requirements.

I have no objections subject to the following conditions and/or informatives being applied should consent be given.

**Contaminated Land Condition: Characterisation & Remediation Strategy**

**Contaminated Land Condition: Completion**
United Utilities

Conditions on foul water and surface water drainage scheme.

Highways
The development is located outside of the town centre and as such the Council's Parking Standards for area B should be applied.

The Council's Parking Standards require 2 allocated parking spaces for each of the proposed 2-bed properties in addition to 1 visitor parking space for the development as whole. This equates to the requirement for 7 spaces. The standard off-street parking bay dimension is 2.5 x 5m. Spaces that do not comply with the minimum required standard will not be classified as suitable provision.

It is proposed to provide 2 allocated parking spaces for each of the 2-bed properties. This level of provision is acceptable to the Local Highway Authority as there is adequate space on-street to accommodate the visitor parking demand. The driveways are sufficient to accommodate parking and pedestrian access to the development entrances.

Furthermore, new accesses onto the adopted highway must have adequate visibility to meet the requirements for Manual for Streets.

Troutbeck Avenue is subject to a 20mph speed limit and as such intervisibility splays of 2.4 metres by 25 metres on both sides of the proposed accesses should provide adequate visibility to meet the requirements for Manual for Streets. Nothing should be subsequently erected or allowed to grow to a height in excess of 0.6 metres within the splays which must be within land under the control of the applicant.

Furthermore, the access requires vehicles to drive over a footway and as such a pedestrian intervisibility splay of 2 metres by 2 metres on both sides of the access should be provided. Nothing should be subsequently erected or allowed to grow to a height in excess of 0.6 metres within the splays.

It is considered that the proposed accesses onto the adopted highway have adequate vehicle and pedestrian intervisibility to meet the requirements for Manual for Streets. A road opening permit will be required for the proposed accesses and the closure of the existing access; this will be at the full cost of the applicant at zero cost to the Council.

The applicant must ensure that adequate drainage facilities or permeable surfacing is used on the areas of hard standing to ensure that localised flooding does not result from these proposals.

Access to the rear gardens is provided for bin storage and cycle parking.

It is recommended for the development to consider providing infrastructure for electrical vehicles in the form of an external charging point.
WBC Estates Department
No comments received at the time of this report

Notification Responses

Neighbours
None received

Observations

Principle of Housing

Policy SN1 relates to housing development and states that support will be given to schemes which provide a solution to environmental or social problems associated with a site; or present an opportunity to widen the type, size and affordability of available housing, through reference to need evidenced by the Council, in sustainable locations which are well served by existing infrastructure; or support the delivery of or help create the density of population to support the operation of neighbourhood hubs and local shops and services. The proposal is consistent with all these objectives.

5 Year Housing Land Supply

‘The Local Plan Core Strategy housing target was quashed by the High Court in February 2015. In the absence of a housing target the Council is not currently able to demonstrate a 5 year housing land supply. This will be addressed as part of the work to reinstate the housing target as set out in the Council’s updated Local Development Scheme which was approved by the Council’s Executive Board in April 2015, with a further update on progress reported to Executive Board in October 2015.

Until the Council can demonstrate a 5 year housing supply paragraph 49 of the NPPF confirms that relevant policies for the supply of housing should not be considered up-to-date. This means that presumption in favour of sustainable development as set out in paragraph 14 of the NPPF will apply.’

The proposed scheme shall make a small but welcome contribution to the mix and tenure of housing stock in the area, improving the overall Housing Land Supply.

Design

A key design objective for new housing development is to create a place with a locally inspired or otherwise distinctive character. Policy QE6 of the Warrington Core Strategy states that the Council would only support development which would not lead to an adverse impact on the environment and would not have an unacceptable impact on the surrounding area. Policy QE7 requires development to reinforce local distinctiveness and enhance the character, appearance and function of the street scene, local area and wider
The submission includes a Design and Access Statement intended to demonstrate how the proposal enhances the existing local character. Based on the following detail below on scale, material and overall design it is considered that the development enhances the local character.

Scale, materials

The proposed properties are in scale with the surroundings, which are predominantly semi-detached and terraced properties. Amended plans have been received which show the gable property onto Longshaw Street as having a clear relationship with the street. Original plans showed a gable elevation to Longshaw Street with no windows. The amended plans create more interest on Longshaw Street by increasing the number of windows and aids natural surveillance.

The main use of facing material is red brick which fits in with the immediate properties. Additional detailing of render windows surround, brick headers, recessed entrance doorway and feature brick panelling is taken from the nearby Harrison Square development.

The site is positioned on a key corner and is highly visible. The proposal ensures that an otherwise vacant site is developed and the overall design is line with Policy QE7.

Residential Amenity

Policy QE6 states that development will only be supported when it will not lead to an adverse impact on the environment or amenity of future occupiers. As set out in the House Extension Guideline, when considering proposals for housing development the Council would assess privacy and day lighting standards by reference stated distances. For conventional house types up to two storeys in height a minimum distance of 21 metres between main face elevations containing windows of living rooms is required, and a minimum distance of 13 metres between main face elevations containing windows of living rooms, and windows of living rooms and a gable or windowless elevation.

The proposed properties retain satisfactory separation distances to the surrounding properties:

- A 13m separation distance is achieved from the rear of the properties to the gable of No.86 Longshaw Street
- A 15m separation distance is achieved from the western gable to 1-3 Lostock Avenue
- A separation distance of 21m from the east elevation to the properties on Longshaw Street
- Approximately 20m from the front elevation on Troutbeck to the gable of the semi-detached properties across the road
There would not be any significant loss of light or outlook to existing properties.

**Highways**
The proposal includes in curtilage parking which is beneficial given that on street parking is limited. A condition on visibility splays will be attached together with an informative for creating dropped kerbs and new access. The design meets requirements set out in policies QE7 of the Warrington Core Strategy.

**Environmental Health**
The site was previously used as offices and scout hut, a use not associated with hazardous contaminants. On the basis of the size of the site and the minor infill development proposed, it is not felt necessary for such detailed conditions on land remediation and implementation to be placed. The suggested informatives will be included in the decision notice.

**Landscaping**
The proposal includes a mixture of hard and soft landscaping. The low level soft landscaping on the boundaries of the development is an improvement to the current hard boundary edge, and will help to integrate the new dwellings into the area. Each dwelling has a separate, private and useable garden space.

**Affordable Housing**
The scheme is submitted by a Housing Association, as such all units will fall under the ‘affordable’ umbrella. This site is part of a series of new housing in this area of Warrington which are all intended to be initially let on an affordable rent. As the site is less than 10 units, a formal affordable housing statement is not required and Central Government policy does not require any formal contribution via a Section 106 agreement.

**Conclusion**
The proposal involves the redevelopment of an existing previously developed site in an accessible location close to local facilities and services. There is therefore considered to be a presumption in favour of granting planning permission.

The principle of residential development is acceptable and the scheme would make a contribution to the availability of affordable housing within the borough.

With suitable safeguards set out within the recommended conditions there would be no material adverse implications for the living conditions of existing residential property.

Adequate provision is made for access, parking and servicing.
The design of the scheme has sufficient interest and variety within the context of traditional built form in the locality.

**Recommendation**

Approve subject to conditions

**Conditions & Reasons**

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

   Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details:

   L10C - block plan & elevations (received 21.6.18)  
   L.03C - Proposed site plan (received 21.6.18)  
   L04A - Proposed Street Scene (received 21.6.18)  
   L.02 - existing site plan received (11.4.18)  
   L20A - landscaping

   Reason: For the avoidance of doubt and to define the permission.

3. Prior to the commencement of the development hereby approved, details of the external roofing and facing materials (including colour or render, paintwork and colourwash), shall be submitted to the Local Planning Authority for approval. The development shall be constructed in accordance with the approved details/samples.

   Reason: In the interests of visual amenity. This is in accordance with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

4. Before the development hereby approved becomes occupied, the boundary treatment on the highway frontage of the site to Troutbeck Avenue shall be reduced to and permanently maintained thereafter at a height not greater than 600mm.

   Reason: In the interests of highway safety. This is in accordance with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

5. The development shall not be occupied until the car parking areas to serve the developments have been laid out and hard surfaced in accordance with approved drawings and made available for use and
retained as such thereafter.

Reason: In the interests of highway safety. This is in accordance with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

6. No development shall commence on site until a scheme for the discharge of surface water from the site including surface water from the access/driveway, incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with policy QE 4 and QE 6 of the Warrington Core Strategy
Appendix 1 – proposed plans

Revised elevation, showing more active frontage on Longshaw Street (above)

For information the original proposed elevation onto Longshaw Street (below)

Revised elevation onto Troutbeck
Proposed block plan
Appendix 2 – photos of the site

Gable elevation of No.86 Longshaw Street
View from Longshaw Street
ITEM 6

Application Number: 2018/32711

Location: Land adjacent The Chapel House Inn, Chapel Lane, Burtonwood And Westbrook, Warrington, WA5 4PT

Ward: Burtonwood and Winwick

Development
Full Planning - Proposed erection of 5 no. apartments with associated external amenities, informal landscaping and car parking facilities. Retention of existing fences until development is complete.

Date Registered: 01-May-2018

Applicant: Persona (NW) Ltd

8/13/16 Week Expiry Date: 25-Jun-2018

Reason for referral to Committee.

Objection received from Ward Member Cllr Terry O’Neill on grounds of highway safety

Site and Proposal

The site lies off Chapel Lane on an area of hardstanding which was last used as a car park for the adjacent public house, Chapel House Inn which is a Locally Listed Building. The site lies north of Chapel Lane, south of a development of retirement bungalows located in Kinnock Park, the access for which lies immediately adjacent the western boundary of the application site. Almost opposite, on the southern side of Chapel Lane lies St Paul of the Cross primary school. The street and the vicinity generally comprise a mix of different uses, including residential, library, cemetery, church and post office.

The application proposes the erection of 5 apartments (3 × 1 bedroom and 2 × 2 bedrooms) with associated external associated amenities, informal landscaping and car parking facilities and retention of existing fences until development is complete.

Relevant Planning History

July 2017 – Enforcement Notice
An enforcement Notice was served by the Council on 27th July 2017 alleging that a change of use had occurred, in that the ancillary pub car park had been fenced off and was being used for the storage of vehicles. An appeal was made against that Notice and the Inspector dismissed the appeal.

2015/26995
Proposed construction of 1 No pair of single storey A1 retail units, re-modelling of the car parking area to form 14 No car parking spaces (service vehicles accessible) including the construction a 1.8m acoustic fence to the rear of the site.
Refused 7/4/16

2014/24648
Proposed construction of a single storey A1 unit (Food/Retail use) including ATM machine to the front elevation, formation of 12 car parking spaces and pedestrian walkway, alterations to existing access, construction of 1.87m fence and associated landscaping
Refused 11/12/2014

Appeal Dismissed 18/06/2015

Two main issues:

1. The effect of the proposal on the living conditions of nearby occupiers with particular reference to noise and disturbance; and
2. The effect of the proposal on highway safety, with particular reference to car parking.

Appeal concluded that on the first point the ‘proposal would cause no undue harm to the living conditions of nearby occupiers’.

The second point ‘that the proposal would cause harm to highway safety, with particular reference to car parking’.

2014/23580
Proposed development consisting of the construction of a single storey A1 food retail unit, the remodelling of the car parking area to form 14 car parking spaces, alterations to the existing access/egress points, erection of a 1.87m fence and landscaping (Resubmission of 2013/21387).
Refused 30/05/2014

2013/21387 - the erection of a pair of semi-detached single-storey A1 retail units with the remodelling of the car parking area to form 14 car parking spaces
Withdrawn 17/04/2013

Relevant Policies

Consultation Responses

Highways
The following is the main summary from the highways response dated 17/5/18.

The proposed 7 off-street parking spaces comply with the minimum required standard.

It is considered that the internal access road provides adequate aisle length for vehicles to manoeuvre and exit the development site in forward gear.

Access to the site will be provided via the existing access and car park that currently serves the adjacent public house. This is acceptable as it has no impact on the parking provision for the public house.

The proposal would intensify the use of the access and as such the developer must demonstrate adequate visibility. Chapel Lane is subject to a 30mph speed limit and as such an intervisibility splay of 2.4 metres by 43 metres on both sides of the proposed access should provide adequate visibility to meet the requirements for Manual for Streets. Nothing should be subsequently erected or allowed to grow to a height in excess of 0.6 metres within the splays which must be within land under the control of the applicant.

Furthermore, the access requires vehicles to drive over a footway and as such a pedestrian intervisibility splay of 2 metres by 2 metres on both sides of the access should be provided. Nothing should be subsequently erected or allowed to grow to a height in excess of 0.6 metres within the splays.

Adequate pedestrian and vehicle intervisibility can be provided at the existing site access.

Refuse
It is proposed for refuse and servicing to occur on the adopted highway of Kinnock
Park. This is acceptable to the Local Highway Authority as vehicles can utilise the existing turning head to exit onto Chapel Lane in forward gear.

Cycle parking
The Council’s Parking Standards stipulates that 1 secure cycle parking space should be provided for each of the proposed dwellings. The location and type of cycle parking provides a key role in persuading cyclists to use it. Long stay cycle parking is appropriate for the proposed development as the occupiers will park their bike for long periods of time. The cycle parking should be covered and secure. Adequate cycle provision is provided to the rear of the development site.

Other
The applicant must ensure that adequate drainage facilities or permeable surfacing is used on any areas of hard standing to ensure that localised flooding does not result from these proposals.

It is recommended for the development to consider providing infrastructure for electrical vehicles in the form of an external charging point.

Environmental Protection

Contaminated Land
This is a large scheme for a sensitive end use located on land that is currently designated as Potentially Contaminated Land (CL0885). There appears to be 4x potential ground gas generation source(s) within 250m of the subject site (CL0032, CL0885, CL0886 and CL0887).

Noise
The proposal is not within a Defra noise mapped area. There is however the potential noise impact on residential amenity from the adjacent current Public House for incoming occupants. On this basis a noise condition has been recommended on any approval.

I therefore have no objections subject to the following Conditions and Informatives being applied should consent be given.

United Utilities
United Utilities will have no objection to the proposed development provided that the following conditions are attached to any approval:

Conditions
Foul Water
Surface Water

Burtonwood and Westbrook Parish Council & Councillors O’Neill & Burgess:

Objection on the following grounds;
Chapel Lane is the only main road through the Village and is extremely busy,
because it’s used in the morning and afternoon for school pick up and drop off I consider it to be dangerous. It’s very busy around this area with a school opposite a very busy junction at Milnthorpe Road which is exasperated by having a bus stop opposite the junction. I note there were no highway objections for the siting of a shop on this car park however I also note that one of the reasons it was dismissed at Appeal by the Inspector was it would be harmful to highway safety. I would therefore like it to go to committee where I would respectfully ask for a site visit so that the committee could again look at the dangerous situation of development on this pub car park.

Comments received from Councillor Mitchell to confirm no objection to the application.

Neighbour Comments (1 local resident and the primary school)

- There are a number of houses being erected 100 yards away from this application
- The traffic through the village has increased and parking is now a serious safety issue due to the Chapel House closing the car park (a chain is erected across the entrance) at both drop/pick up time. This is causing server congestion and people are parking on the pavement – this is an accident waiting to happen. (I recommend Warrington Borough Council is allowed to purchase the land to enable everyone in the village to park their car in a safe and secure place. Hence, not along Chapel Lane)
- The proposed building works/building will impact on the school parking at dropping off time in the morning and also picking up in the afternoon, adding to the already congested area.
- The site is opposite a very busy junction (Milnthorpe Road) with St Paul’s on the corner on the only main road through the Village.

Observations

Principle of the Development

The application site is located within the village boundary of Burtonwood as identified in the Local Plan Core Strategy Proposals Map. The current proposal involves the development of 5 apartments on an existing previously developed site, in an accessible location close to local facilities and services. There is therefore considered to be a presumption in favour of granting planning permission.

5 Year Housing Land Supply

‘The Local Plan Core Strategy housing target was quashed by the High Court in February 2015. In the absence of a housing target the Council is not currently able to demonstrate a 5 year housing land supply. This will be addressed as part of the work to reinstate the housing target as set out in the
Council’s updated Local Development Scheme which was approved by the Council’s Executive Board in April 2015, with a further update on progress reported to Executive Board in October 2015.

Until the Council can demonstrate a 5 year housing supply paragraph 49 of the NPPF confirms that relevant policies for the supply of housing should not be considered up-to-date. This means that presumption in favour of sustainable development as set out in paragraph 14 of the NPPF will apply.

**Design**
Burtonwood includes a diverse range of styles and vernacular which reflect different stages of development in the village over time. The site lies just off the main village thoroughfare adjacent to a public house which is locally listed for its architectural merit.

Proposed materials are red brick, stone heads and cills, 3 course brick banding at 1st floor and slate roof. Render is proposed in the central bay features. Given there is a mix of materials within the immediate area, the materials proposed are appropriate to the site, having regard to the locally listed public house.

Overall the scheme is considered to respect the character and appearance of the area and the adjacent locally listed public house. The application is considered to comply with policies QE6, QE7 and QE8 in respect of design and visual impact.

**Street scene and Orientation**
The main frontage of the site is Chapel Lane and the design of the apartments have been orientated so as to respect the main frontage. The front elevation has a symmetrical design and a main front door which will be the main access for the two apartments on the first floor.

The building has been set back from Chapel Road by approximately 2m which is a sufficient set back and offers clear defensible space. A 600mm boundary wall will run around the Chapel Lane and Kinnock Road frontages.

**Scale and massing**
The proposed apartment building sits to the western edge of the site with Kinnock Park. The majority of the building is 2 storey with a single storey element to the rear closer to No. 2 Kinnock Park which is a bungalow. The proposed scale and massing is considered to be acceptable.

**Highways**
Comments received from Highways state no objection in principle. The Council is aware that the site is not a public car park and note that there is no agreement between the landowner and the school. It also appreciates that such previous parking had been taking place unlawfully.

The Appeal decision for application 2014/24648 detailed the issues of
highway safety for the site. Conclusions were made that at peak times the lack of parking provision on the site would lead to an increase in parking on the nearby streets. The increase in the parking of cars on Chapel Lane would lead to more unsatisfactory instances of drivers seeking to manoeuvre around parked cars, with the potential to result in an unacceptable increase in conflict between vehicles at peak times. The appeal was based on a retail development which would have created more activity then the current residential scheme.

The school and Parish Council have raised concerns over highways issues especially in respect of drop off and pick up times. Whilst these are valid concerns, the site is not a private car park and therefore is out of planning control and does not affect the principle of residential development on this site.

It has been detailed in the submitted design and access statement that the residents parking will be controlled with fold down parking posts which will prevent unauthorised parking. The 8 spaces dedicated for the PH will be left open and some form of signpost could be installed to manage car parking on that part of the site.

**Residential Amenity**

Policy QE6 states that development will only be supported when it will not lead to an adverse impact on the environment or amenity of future occupiers. As set out in the House Extension Guideline, when considering proposals for housing development the Council would assess privacy and day lighting standards by referencing stated distances. For conventional house types up to two storeys in height a minimum distance of 21 metres between main face elevations containing windows of living rooms is required, and a minimum distance of 13 metres between main face elevations containing windows of living rooms, and windows of living rooms and a gable or windowless elevation. This is achieved with the properties on Chapel Lane No. 30 and 32 which are separated approx. 25m from front elevations and the side elevation of No.3 Kinnock Park is approximately 14m from the proposed side elevation. The most sensitive interface is with the residential properties to the north of the site in particular No. 2 Kinnock Park. A separation distance of approximately 4.5m will be achieved, whilst this is only a short distance, there are no windows proposed in the north elevation of the proposed apartment building and there are no windows on the existing gable of No. 2. The proposed bin storage is also off set from the garden of No.2.

To avoid issues of loss of privacy into the rear garden area of No. 2 the plans show obscure glazing proposed at first floor rear elevation (bathrooms) so as to avoid any potential loss of privacy.

An additional street scene plan (5548 108) was submitted to show the relationship with the side elevation of the proposed and front elevation of No.2 Kinnock Park. This helps in terms of assessing any visual amenity impact and impact upon the design of the street scene.
The Decision of the Inspector in relation to application 14/24648 for retail use is relevant and concluded, (albeit on a different form of design) that the proposed development would not have an overbearing or intrusive impact, nor a perceived reduction in privacy experienced by the occupiers of no.2 Kinnock Park. The Inspector also considered impacts associated with deliveries to the site, use of plant and perceived threat of anti-social behaviour arising and concluded that the proposal would cause no harm to the living conditions of nearby occupiers, with particular reference to noise and disturbance. There would be no conflict with Policy CS1 of the Warrington Local Plan Core Strategy (Core Strategy) which seeks to safeguard residential amenity. The proposal would not be contrary to Core Strategy Policy QE6 which is supportive of development where it would not lead to an adverse impact on the environment or amenity of those currently adjoining or nearby properties, or have an unacceptable impact on the surrounding area. It would also align with the core planning principle of the National Planning Policy Framework (the Framework) to secure a good standard of amenity for all existing and future occupants of land and buildings.

Amenity space
Para 58 of NPPF states that planning decisions should aim to ensure that developments ‘are visually attractive as a result of good architecture and appropriate landscaping.’
Whilst there are no individually allocated garden spaces, the scheme does include communal areas of hard and soft landscaping. As shown on the proposed site plan, a line of planting is shown to Chapel Lane and Kinnock Park which helps to step back the development from the road and define space between pavement and the proposed new boundary wall. The enclosed area to the rear gives residents shared, semi-private space. The cycle and bin storage is also accessible for users and does not conflict with adjoining properties on Kinnock Park.

Chapel House PH – Locally Listed Building
The PH is locally listed and is therefore a heritage asset as defined by Local Plan Core Strategy QE8 and NPPF. A street scene elevation has been included and the use of slate roofing materials to link in with the existing PH. The brick type/colour used on St Michael’s Church would be a relevant brick match for the proposed apartments.

Paragraph 128 of the NPPF requests that applicants describe the significance of any heritage asset affected, including any contribution made by their setting. A heritage statement has been submitted as part of this application which comments on the assessment of significance;
‘the site possesses heritage significance in the sense that it is adjacent to the site of a locally listed building on a prominent road. However in its present state the site substantially detracts from the character and appearance of the locally listed building and the area in general……the site’s contribution to the locality remains a negative one as it has no aesthetic, historic or evidential value’

In terms of impact on the proposal the statement concludes that the design
and use of materials makes a positive contribution to the immediate site and wider area through the following ways:

- Facing brickwork a darker brindle type reflecting St Michael’s church
- Gable ends to be rendered which takes reference from the public house as well as stone lintels and cills
- Standard gable ends featured to the roof to reference adjacent properties.

In principle, the scheme is not considered to adversely affect the heritage asset and has been carefully designed to make a positive contribution to an otherwise neglected site within the village.

Chapel House PH - Community asset
The pub has been registered as an asset of community value, however the car park is excluded from the site. At the time of writing this report, the applicant has reported that the PH is no longer in their ownership. The application still proposes 8 dedicated spaces for the PH, which are under separate ownership. This scheme is not considered to adversely affect the retention of the PH as a Community Asset.

Summary and Recommendation

The site is in a sustainable location, being within the village envelope and close to a bus stop. The application is considered to comply with policies SN5, CC1, CS1, QE6 and QE7 of the Core Strategy, for the reasons set out in this report and the proposed development is recommended for approval, subject to the conditions schedule set out at the head of this report.

Recommendation

Approve subject to Conditions

Conditions & Reasons

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

   Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details:

   101 - location plan; 107 - highways proposals; 106 - streetscene elevations; 104 - floor plans & section; 105 - proposed elevations; 103 - site plan received on 27/4/18
   108 - streetscene elevation Kinnock Park received 13/6/18

   Reason: For the avoidance of doubt and to define the permission.
3. No development (other than demolition and site clearance works) shall take place until the steps in Sections A and B below are undertaken:

A: CHARACTERISATION: With specific consideration to human health, controlled waters and wider environmental factors, the following documents must be provided (as necessary) to characterise the site in terms of potential risk to sensitive receptors:
  • Preliminary Risk Assessment (PRA or Desk Study)
  • Generic Quantitative Risk Assessment (GQRA) informed by a Intrusive Site Investigation
  • Detailed Quantitative Risk Assessment (DQRA)
  • Remedial Options Appraisal
Completing a PRA is the minimum requirement. DQRA should only to be submitted if GQRA findings require it.

B: SUBMISSION OF A REMEDIATION & VERIFICATION STRATEGY: As determined by the findings of Section A above, a remediation strategy (if required) and verification (validation) strategy shall submitted in writing to and agreed with the LPA. This strategy shall ensure the site is suitable for the intended use and mitigate risks to identified receptors. This strategy should be derived from a Remedial Options Appraisal and must detail the proposed remediation measures/objectives and how proposed remedial measures will be verified.

The actions required in Sections A and B shall adhere to the following guidance: CLR11 (Environment Agency/DEFRA, 2004); BS10175 (British Standards Institution, 2011); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); Paragraph 121 of the National Planning Policy Framework (March 2012), and Section 4 of the Environmental Protection Supplementary Planning Document (May 2013). Disclaimer: Irrespective of any involvement by this LPA, the responsibility to address contaminated land issues, including safe (re)development and secure occupancy resides entirely with the Landowner/Developer of the site.

4. The development shall not be taken into use until the following requirements have been met and required information submitted to and approved by the Local Planning Authority (LPA):

A: REMEDIATION & VERIFICATION: Remediation (if required) and verification shall be carried out in accordance with an approved strategy. Following completion of all remediation and verification measures, a Verification Report must be submitted to the LPA for approval.
B: REPORTING OF UNEXPECTED CONTAMINATION: All unexpected or previously-unidentified contamination encountered during development works must be reported immediately to the LPA and works halted within the affected area(s). Prior to site works recommencing in the affected area(s), the contamination must be characterised by intrusive investigation, risk assessed (with remediation/verification measures proposed as necessary) and a revised remediation and verification strategy submitted in writing and agreed by the LPA.

C: LONG-TERM MONITORING & MAINTENANCE: If required in the agreed remediation or verification strategy, all monitoring and/or maintenance of remedial measures shall be carried out in accordance with the approved details.

The site shall not be taken into use until remediation and verification are completed. The actions required to be carried out in Sections A to C above shall adhere to the following guidance: CLR11 (Environment Agency/DEFRA, 2004); BS10175 (British Standards Institution, 2011); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion, in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); Paragraph 121 of the National Planning Policy Framework (March 2012), and Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

Disclaimer: Irrespective of any involvement by this LPA, the responsibility to address contaminated land issues, including safe (re)development and secure occupancy, resides entirely with the Landowner/Developer of the site.

5. A scheme for insulating the building envelope from noise sources both within and outside the property or properties shall be submitted to and approved by the LPA before construction above ground floor slab level commences. This scheme must achieve the internal noise levels set out below and include any transportation, industrial, commercial and entertainment noise and shall be based on findings from an appropriate noise assessment.

The following noise levels will need to be achieved in habitable rooms and outdoor areas as set out in BS8233:2014 and/or Who Guidelines:

- Daytime Noise (07:00-23:00) Living Rooms & Bedrooms - 35 dB LAeq,16hr
- Daytime Noise (07:00-23:00) Dining Areas - 40 dB LAeq,16hr
- Daytime Noise (07:00-23:00) Outdoor Amenity Areas - 50 dB LAeq,16hr

55dB LAeq, 16hr can be accepted in exceptional cases where normal mitigation cannot reach the 50dB level.
• Night time Noise (23:00 – 07:00) Bedrooms - 30 dB LAeq,8hr,
• Night time noise (23.00 – 07.00) Bedrooms - 45dBLAmax no more than 10-15 times per night (WHO guidelines)

These levels must be capable of being achieved with windows open. For the purposes of calculation and unless specific window attenuation calculations are provided, noise reduction through a partially open window should be assumed to be 15dBA. If the above levels cannot be achieved with open windows, then the scheme must also include provisions for acoustically treated mechanical ventilation that will not compromise the acoustic performance of any proposals. Prior to the first occupation of the approved use or any individual phase of development, the developer shall submit a validation report, in writing, to the Local Planning Authority, demonstrating the inclusion of all mitigation measures as agreed along with a report to show evidence of the installation of mitigation measures within the building to validate the submitted proposal scheme.

Reason: To ensure a satisfactory standard of living environment for incoming occupiers, In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

6. No part of the development hereby approved shall be occupied until the visibility splays defined on Drawing No. 107 are cleared of all obstructions to visibility exceeding 600mm in height above footway level. The visibility splays shall subsequently be maintained free of any visual obstruction thereafter.

Reason: In the interests of highway safety. This is in accordance with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

7. The development shall not be occupied until the car parking area to serve the developments have been laid out and hard surfaced in accordance with approved drawings and made available for use and retained as such thereafter.

Reason: In the interests of highway safety. This is in accordance with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

8. The development shall not be occupied until the surface water drainage of the site has been designed to prevent the discharge of water on to the public highway. The drainage design shall be submitted to and approved in writing by the Council as Local Planning Authority
Reason: In the interests of highway safety and to ensure the site is adequately drained. This is in accordance with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

9. Prior to the commencement of the development hereby approved, details of the external roofing and facing materials (including colour or render, paintwork and colourwash), shall be submitted to the Local Planning Authority for approval. The development shall be constructed in accordance with the approved details/samples.

Reason: In the interests of visual amenity. This is in accordance with the following policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

10. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage System (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved plans.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with policies of the Warrington Core Strategy: Policy QE6 Environment and Amenity Protection; Policy QE7 Ensuring a High Quality Place.

11. No development shall commence on site until details of the works for the disposal of sewerage have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be first occupied until the approved sewerage details have been fully implemented in accordance with the approved plans.

Reason: To ensure that the proposal is provided with a satisfactory means of drainage in accordance with Policy QE6 and QE7 of the Warrington Core Strategy.
Appendix 1 Plans

Proposed front elevation below:
Street scene: Kinnock Park (existing and proposed)
Appendix 2 – Photos

Chapel Lane, showing the existing bus stop which will not be affected through the development.

View from Kinnock Park
No 2 Kinnock Park, there are no windows on the side elevation
**DEVELOPMENT CONTROL COMMITTEE DATE 18-Jul-2018**

**ITEM 7**

<table>
<thead>
<tr>
<th><strong>Application Number:</strong></th>
<th>2018/32761</th>
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</thead>
<tbody>
<tr>
<td><strong>Location:</strong></td>
<td>Plot 16 Winwick Road Industrial Estate, Athlone Road, Warrington, WA2 8JJ</td>
</tr>
<tr>
<td><strong>Ward:</strong></td>
<td>Bewsey and Whitecross</td>
</tr>
<tr>
<td><strong>Development</strong></td>
<td>Full Planning - Proposed change of use of land on eastern side of Athlone Road, from former coach depot and maintenance area [sui generis] to a Showperson's Yard [sui generis], including five pitches each pitch containing a static van and an associated tourer. The site will also accommodate the storage and maintenance of showground vehicles and equipment. The land on the western side of Athlone Road will be used to provide compensatory storage for the Flood Plain to mitigate the effects of raising site levels on the eastern side of Athlone Road</td>
</tr>
<tr>
<td><strong>Date Registered:</strong></td>
<td>04-May-2018</td>
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<tr>
<td><strong>Applicant:</strong></td>
<td>Warrington and Co.</td>
</tr>
<tr>
<td><strong>8/13/16 Week Expiry Date:</strong></td>
<td>28-Jun-2018</td>
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**Human Rights**

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

- Article 8 - The right to respect for private and family life, home and correspondence.
- Article 1 of Protocol 1 - The right of peaceful enjoyment of possessions and protection of property.

**Reason for Referral to Committee.**

This application is referred to Development Management Committee as
Warrington Borough Council is the applicant and owner of the application site. Councillor Cllr. McCarthy has also referred the application to the Development Management Committee.

**Site**

The application site covers an area of approximately 0.35 hectares. The site, which includes a single storey building, was previously used for garaging, parking and for maintenance and repair of commercial vehicles and cars. It is currently used for the temporary storage of caravans and fairground rides.

The application site is located within the Winwick Road industrial estate. On its northern boundary is Longford Brook, the road and vehicular access is on the western boundary of the site, with commercial uses on the eastern and southern boundaries. A chain link fence, approximately 2 metres in height, delineates the boundary of the site.

**Proposals**

It is proposed to change the use of the land on the eastern side of Athlone Road, from former coach depot and maintenance area [sui generis] to a Showperson’s Yard [sui generis] including 5 pitches with each pitch containing a static van and an associated tourer. The land on the western side of Athlone Road will be used to provide compensatory storage for the Flood Plain to mitigate the effects of raising site levels on the eastern side of Athlone Road.

The site would be occupied by one extended family, as show people’s quarters. The existing building would remain on site and would be used for the storage and maintenance of fairground vehicles and equipment.

The touring caravans would be away from the site at certain times of the year, and would be used in connection with travelling from one fair to another.

**Planning History**

96/35858 - Proposed change of use to coaching company including garaging, maintenance and parking of public service vehicles. Approved subject to conditions.

98/37832 - Use of building for garaging, parking and maintenance of coaches and for repair of commercial vehicles and cars. Approved subject to conditions.

**Planning Policies**

National Planning Policy Framework
Paragraphs 47 to 55 – Housing Policy
Paragraphs 94, 99- 103 – Flood Risk
NPPF Technical Guidance document
Core Strategy
CS1 – Delivering Sustainable Development
CS2 – Quantity and Distribution of Development
SN3 – Accommodation Needs for Gypsies and Travellers and Travelling Showpeople.
PV1 – Development in Existing Employment Areas
QE4 – Flood Risk
QE6 – Environment and Amenity Protection
QE7 – Ensuring a High Quality Place
MP1 – General Transport Principles

Other Relevant Documents
Planning Policy for Traveller Sites 2012, updated August 2015.
Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2018.

Supplementary Planning Documents
Construction and Design
Environmental Protection
Standards for Parking in New Development

Notification Responses

The Site is not located within an area with a Parish Council.

Neighbours/ Interested Parties – two letters of objection received. Grounds of objection;
  • Application should not have been registered until all supporting documents were provided.
  • The application was made without regard to the seriousness of the flood risk and possible mitigation. The caravans are to be sited on the part of the site most affected by flooding. The raising of caravans on stilts would require additional space for steps/ ramps up to the caravans. It is not possible to raise touring caravans on stilts.
  • The application is not supported by a proper sequential test for land in FRZ2
  • The site is at serious risk from flooding. The mitigation proposed is inadequate. There is no consideration of any measures to protect equipment, rides and vehicles stored on the site and at risk of flooding to depths of up to 0.69m.
  • There is no consideration of the need for an 8m buffer zone to the watercourse.
  • There is no consideration of the impact on introducing a residential use into an industrial/ employment area and likely restrictions on the operation of existing/ future businesses.
  • The application fails to consider the personal needs and requirements of the intended site owners.
  • The layout appears cramped with no residential amenity considerations.
• It is not known if the site layout is appropriate or suitable or if there is sufficient space for storage and maintenance of fairground equipment and rides.
• The application fails to consider how the building would be used—if at all.
• This is not considered an appropriate location for a showperson site
• The scheme will result in littering in the area.
• Accept that the Council probably have a duty to find suitable sites but would suggest that the area under the ME viaduct at Lymm would be preferable.

The Cheshire and Warrington Traveller Team manager has confirmed that the Hill family has lived on the current site in Foundry Street for approximately 20 years, but the site is inappropriate due to its location and is insufficient in size. The proposal for the new site has been reviewed and the layout of the site is considered to be acceptable. As set out within Policy SN3, the proposed development is sited to promote integrated co-existence between the site and the surrounding local community. The location will also ensure the children can continue to attend their current schools.

In addition, Athlone Road is considered a suitable site for the relocation due to its accessibility to national transport routes and, therefore, it is considered that it will not place undue pressure on local infrastructure and services.

**Consultation Responses**

**Environmental Protection**

The proposal is for a Showpersons Yard in an existing industrial area. The site is located close to the A49 Winwick Road and is within the Air Quality Management Area [AQMA] buffer zone rather than the AQMA area itself. The site is, due to its proximity to the A49, just within a noise mapped area arising from road traffic noise – the entrance on Athlone Road is outside of this but the middle of the site enters the noise mapped area.

The site is formerly industrial in nature, being a coach storage yard previously but also has had historic use as a scrap-yard and petrol storage as well as being located on an infilled lake. A contaminated land desk study has been carried out for the site and the findings of this have been noted. The recommendation based on the nature of the residential use – caravans/mobile homes, is that gas risk is minimal due to the homes being suspended above the ground level and only if growing of foodstuffs on site is proposed would dictate the need for soil assessment to ensure that the soil is suitable for the proposed use. An informative has been recommended to address this.

From an air quality point of view, the site is located outside of the Air Quality Management Area and is not likely to generate traffic movements such that they would have any adverse impact on the AQMA. It is noted that there is a cement batching site further down the road however this is a permitted development and housekeeping and dust controls are part of the permit –
therefore under the NPPF generic guidelines, this will be regulated under specific legislation and should not require any planning intervention through conditional requirements. In summary, no air quality concerns have been raised by the Air Quality Officer.

An acoustic assessment has been included with the application. It has indicated the results following on site monitoring of noise levels through representative day and night time periods. The levels are influenced by road traffic noise although it was noted that relatively little noise arose from the existing industrial buildings around the local area.

Consideration of the relevant British Standard has been made – this identifies ideal noise levels for residential dwellings and amenity areas. It also allows a 5dB relaxation where a site is near to a busy road.

Consideration of the noise attenuation offered by a caravan/mobile home with an open roof light has been indicated and without any mitigation, the site would be above the guidance levels indicated within the British Standard, however, the proposals include for a 2.5m high close boarded acoustic fence to surround the site to mitigate against external noise and to improve the internal site noise climate.

With the acoustic fences in position, noise levels inside the mobile homes at night will be slightly above the ‘relaxed’ levels bearing in mind the nearby A49, by circa 2.5dB. This is not likely to be a perceptible difference, however, it is elevated slightly. During the daytime, levels are within the criteria bearing in mind the proximity to the A49. External amenity spaces will be within the guideline levels also.

The future occupiers have expressed a preference to have one side of the acoustic fencing open to provide a feeling of space and openness about the site. On this basis, the acoustic report has been amended to take into account the site remaining open on the northern boundary, to take advantage of the view over the adjacent brook. The report has concluded that, if the northern acoustic fence is not erected, the external night-time noise guidance levels could be exceeded. However, the northern edge of the site towards Longford Brook is likely to be quieter as this shows a building on the other side of the brook that would offer wider acoustic attenuation whilst providing an outlook over the brook and the associated vegetation there.

There will be a directly resultant deterioration in the noise climate on site arising from the removal of the fence, whilst this would not be recommended, the request of the future occupiers must be borne in mind so long as they are aware that this will result in a reduction in the level of amenity on site. Subject to the acoustic fence to 2.5m height being installed in accordance with the plans, I have no objections subject to informative being applied should consent be given.
Highways

The development is sui generis and whilst it has clear requirements similar to those of a residential development and employment/storage, WBC has no specific standards that apply to this development other than those relating to access design.

Athlone Road is broadly industrial in nature with carriageway around 6m wide with footways and lighting. It is subject to a 30mph speed limit and there are existing issues with inconsiderate and footway parking along its length. These issues are common across the Borough and are being addressed independently of this application.

The highway is adopted from the access point on the west side of the road (opposite the site) to its junction with Hawleys Lane to the north. The road south of this point is not adopted. There is no footway to the front of the site.

In highway terms the key requirements for the site are: sustainability; safe access for HGVs, domestic vehicles and pedestrians; parking for residents and visitors; servicing and circulation within the site.

Sustainability

The site is considered reasonably sustainable in transport terms, with retail and leisure activity in the adjacent retail park and schools nearby in the adjacent residential areas. There are also bus stops within walking distance on the A49.

It is understood that footway is proposed to the front of the development site. This area is not adopted highway, but is within the ownership of the applicant.

Access

Visibility splays of 2.4 by 43m and 2m by 2m (at back of footway) are required for safe egress. There should be nothing built planted or allowed to grow above 600mm within the visibility splay and it should be within the control of the developer or highway authority.

The proposed access facilitates safe movement of vehicles of all sizes and complies with the visibility requirements. The proposed boundary treatment sits behind the visibility splays and the gate is set back sufficiently to maintain highway safety.

The proposals demonstrate an internal road width of 3.7m, however no kerbs are proposed and within the site the whole area is paved. As such there is sufficient room to manoeuvre any likely vehicles and enter and exit in forward gear.
Servicing

The site is designed to accommodate extremely large vehicles which are to be stored here. As such no issues are envisaged in terms of HGV access or turning within the site. Swept path analysis demonstrates that the access is appropriately sized.

Domestic waste is to be collected by WBC. Bins are located near the access and there is room outside for collection.

Parking/Internal Layout

The development is effectively a large single dwelling shared by extended family and a parking space is proposed which could accommodate 5 vehicles. This is considered appropriate, however there is ample room on site for additional parking should it be needed.

Based on the above, there are no objections on highway related grounds, subject to conditions.

Environment Agency

Comments to be reported in the update report.

Public Realm

The Flood Risk Assessment (FRA) team have no objection in principle to the proposed change of use, as long as the applicant adheres to the recommendations made in the FRA and subject to the submission of a detailed design for the surface water attenuation and drainage layout.

United Utilities

United Utilities have advised that there is an easement crossing the proposed development site which is subject to restrictive covenants that must be adhered to. Nothing should be stored, planted or erected on the easement width. Nothing should affect the integrity of the pipe and 24 hour access should be available.

An informative will be placed on any forthcoming approval to advise the applicant of their obligations.

Observations

Principle of Development

Planning Policy

Section 38 (6) of The Planning and Compulsory Purchase Act 2004 states that planning decisions should be made in accordance with the Development
Plan unless material considerations indicate otherwise. For the purposes of this application, the adopted Development Plan comprises the Warrington Local Plan Core Strategy (2014).

National Policy: Housing policy is contained in paragraphs 47 to 55 of the NPPF. Paragraph 50 (bullet point 1) requires LPAs to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community.

The DCLG published ‘Planning Policy for Traveller Sites’ (PPTS) in March 2012 which set out the Government’s planning policy for Traveller sites. This was updated in August 2015 to alter the definition of gypsies and travellers and travelling showpeople. The key change that was made to both definitions was the removal of the term “persons who have ceased to travel permanently”, meaning that, those who no longer travel at all, will no longer fall under the planning definition of a Traveller, for the purposes of assessing accommodation need in a GTAA. The PPTS should be read in conjunction with the National Planning Policy Framework.

The PPTS places a number of key requirements on local planning authorities with regards to ‘Plan-making’ and ‘Decision-taking’. In terms of plan making those key requirements in respect of need that are of relevance are summarised as follows:

• a need to set out pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring planning authorities (Para. 9);
• Identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of sites against their locally set targets (Para. 10); and
• Identify a supply of specific developable sites or broad locations for growth, for years six to ten and, where possible, for years eleven to fifteen (Para. 10); and
• Criteria should be set to guide land supply allocations where there is identified need and to ensure that sites are sustainable economically, socially and environmentally (Paras. 11 and 13).

In terms of decision taking the key requirements in respect of need that are of relevance when determining applications for traveller sites are contained in paragraph 24 and can be summarised as follows:

LPAs should consider the following issues amongst other relevant matters when considering planning applications for traveller sites:

a) The existing level of local provision and need for sites
b) The availability (or lack) of alternative accommodation for the applicants
c) Other personal circumstances of the applicants
d) Locally specific criteria should be used to assess applications that come forward on unallocated sites
e) That they should determine applications for sites from any travellers
and not just those with local connections.

Local Policy – The LPCS: Policy CS1 indicates that development proposals that are sustainable will be approved and that in order to be sustainable, development must accord with national and local planning policy frameworks; have regard to (amongst other things); the requirement to provide for recognised and identified development needs.

Policy SN3 indicates that 15 additional permanent plots are required for Travelling Showpeople and that the required provision will be achieved through the allocation of land to meet this need through a further Local Plan.

The policy indicates that until this process of site allocations is complete, the Council will permit development proposals for Gypsy, Traveller and Travelling Showpeople accommodation provided that there is an identified need for the site and that the proposals accord with National Planning Policy. Policy SN3 also sets out a number of criteria against which development proposals will be assessed, in addition to those in Policy CS1.

Assessment of Proposals

• Need
  Policy CS1 indicates that development proposals must have regard to (amongst other things) the requirement to provide for recognised and identified development needs. There is an accepted identified need for additional sites for Travelling Showpeople. Policy SN3 identifies a need for 15 additional plots for Travelling Showpeople. The recently completed Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA)(June 2018) confirms that the need for Warrington is still for 15 plots (including an element of unknown need) for the next fifteen years, despite the change to the definition of who constitutes a travelling showperson. This need includes five plots for the currently unauthorised development at Foundry Street.

• Supply
  The Local Plan Review process has not been able to identify any new sites for allocating as yards for travelling Showpeople to date. The proposed development will make a significant contribution towards the identified need, equating to five years' worth of supply.

• Locational Criteria

Policies SN3 and CS1 set out a number of criteria against which development proposals will be assessed.

The proposal complies with the criteria in the following respects;
- The proposed development would have access to shops including a Tesco Express and Junction Nine Retail Park, schools, public transport, welfare facilities and public open space. Without a permanent address it is difficult to access healthcare and ensure children receive consistent education.
- It would have good access to the primary road network A49 Winwick Road] - and would not have an adverse impact on highway safety or traffic congestion. The number of trips and any on street parking that
may be associated with this particular development are negligible.
- The site is laid out to provide adequate space for car parking; manoeuvring of vehicles; amenity space, refuse facilities and storage and maintenance areas.
- It is proposed to connect each static / mobile home into the existing sewer in Athlone Road. The site will also be served by connection to the mains water and electricity supplies in Athlone Road. To facilitate adequate drainage, the site will have permeable areas and impermeable areas. The permeable areas will include the provision of attenuation methods and impermeable areas will benefit from a traditional drainage system.
- In order to mitigate any noise issues arising from the introduction of residential use into a commercial area, it is proposed to erect a noise attenuation boundary. This should achieve acceptable noise levels within the caravans and the external amenity spaces. The introduction of a 2.5 metre high fence would provide a visual screening of the adjacent uses, including external storage areas. This should overcome any potential conflict with the adjacent, non-residential land uses.
- The predominant boundary treatment in the area is galvanised and post and panel of varying heights. The proposed close boarded timber fence would be visible from Athlone Road. The scheme would be compatible with the wider commercial landscape and would not have an adverse impact on the street scene.
- The scheme would result in the reuse of previously developed land in a sustainable location.

- **Personal circumstances of the applicants**

  The site is proposed to provide a home for one extended family. The family are members of The Guild of Showmen and operate fairground rides across the country. The family have a long association with Warrington and have lived here in excess of 20 years. Many of the older members of the family live permanently at home, with other members travelling during the fairground season. The current location on Foundry Street is too small for the families and does not meet the Model Standards for Caravan Sites in England [2008]. It is intended that the site will become a permanent base for the family with part of the site to be used for storage and maintenance of rides and vehicles allowing them to maintain their livelihood.

  A long leasehold interest will be granted to the family for the use of the site. In addition, planning permission would be granted on the basis of a personal consent for Mr Hill and his extended family. If the family decide to permanently move on from the site, the site will revert to the Council.

  It is clear that the Showpeople who wish to take up residence on the site have a long association with Warrington and that their current accommodation is unsustainable.
Employment Areas

Policy PV1 of the Core Strategy, seeks to support development, redevelopment and changes of use proposals within existing employment areas as defined on the Policies Map, provided the use falls within Use Classes B1, B2 or B8 or is a sui-generis employment use.

The use of the site as a Showperson’s Yard is considered to be sui generis in that it includes an element of employment use and an element of residential use. The site is therefore not wholly sui-generis employment use. Development within existing employment area will be permitted where it can demonstrate compliance with four specified criteria. In this case the development can only meet two of the criteria;

- Would not undermine the viability of existing employment uses in close proximity to the site - measures are being taken to address potential issues of noise disturbance in order to avoid fettering the operation of surrounding businesses.
- Does not undermine or is in accordance with the spatial strategy - the proposal would accord with the Strategy as referenced above.

In addition, the policy recommends that where possible the ability to retain an element of employment use within an application site will be encouraged. This would be achieved within the site.

It should also be noted that, as the site has been used as a coach depot and maintenance area which is a sui-generis use, the scheme would not result in the loss of employment land. The scheme would actually return part of the site to employment use.

The proposed development would not fully accord with Section 38 (6) of The Planning and Compulsory Purchase Act 2004. It is considered that material considerations exist to justify an exception to planning policy being made.

It is considered that there is an accepted identified need for travelling Showpeople’s accommodation in Warrington, that it has been unable to meet through the Local Plan review process to date. This is a matter which carries significant weight in in favour of the grant of permission. The proposed development will make a significant contribution towards the identified need, equating to five years’ worth of supply.

The personal need of the family for accommodation also carries significant weight. The existing site, located near the town centre, is not considered an appropriate site owing to overcrowding and the lack of appropriate facilities including washing and access to clean running water. The search for alternative sites has not produced any clear prospect of the availability of a suitable site for the applicant’s family, this adds further important weight to the proposal.
Response to Grounds of Objection

The concerns raised by resident and local businesses are addressed in detail in this report. The main concerns appear to relate primarily to safety issues; impact on existing businesses and on existing residential properties. Most of the issues are linked to the fact that the proposed use of the site is mixed, including an element of both residential and employment use, located in an employment area. These uses are viewed as being incompatible. However, this is the nature of the Showpeople’s way of life and it is how they maintain their livelihood.

Environmental Protection

The necessary surveys and assessments have been undertaken in order to establish the suitability of the site for the proposed residents and to assess any potential impacts on surrounding occupiers and uses.

The site will partially be used for employment purposes in connection with the operation of fairground rides. This will include repair, maintenance and testing of the rides, as well as their storage on the site. Such uses have the potential to create noise issues for adjacent occupiers and it is partially for this reason that the noise attenuation fence is to be provided. The fence will have dual functionality in that it will also moderate the noise associated with the operation of surrounding businesses from adversely impacting on the proposed residents. Whilst the fence will not completely screen out all the noise, it is advised that it will bring the noise levels down to acceptable standards.

On grounds of improved amenity for the residents the site has been reassessed on the basis that the northern boundary, adjacent to the brook, would not have an acoustic fence, the existing fence will remain in-situ. The noise attenuation report considers this to be acceptable as it is on the side of the site that is directed away from the main sources of noise. In the event that noise within the site became an issue, a noise attenuation fence along the northern boundary could be provided retrospectively. The noise attenuation fence is proposed to be 2.5 metres in height and is in keeping with the character and appearance of the area and therefore isn’t considered to have an adverse impact on the visual character of the area.

Highways

It has been confirmed that there would be virtually no HGV movements during the wintertime as there are very few shows at this time of year. During the summertime the movements are likely to be out on Friday and back on Sunday but during the main season they go out for 4/5 weeks and don’t come back to the site within that timeframe. This would result in very few vehicle movements and they would normally relate to the domestic use of the site i.e. cars.
The size and type of the other commercial vehicles vary, but do include HGV’s.

The highway engineer has appraised the number and type of vehicular movements attending and leaving the site and has not raised any objections.

The Borough Council have previously undertaken various traffic management studies for the areas surrounding the site in question, with a view to highlighting such issues as inconsiderate parking, obstruction of the footways, pedestrian connectivity etc. raised by various road users over the previous few years due to redevelopment within the areas.

Traditional traffic management uses physical measures/restrictions and legislation to coerce and educate driver behaviour to coax higher capacities out of the highway network with improved levels of safety. This is achieved by changing the driver’s perceptions of an area by implementing traffic management measures and techniques, dependent upon the road hierarchy, existing road characteristics and site geometry.

The above review/assessment is designed to reflect the road hierarchy, function and sensitivity of the road/area in question, pedestrian usage, traffic volumes, the presence of schools and local amenities, existing recorded road traffic collisions, immediate environment, traffic management/transportation policies to ensure the most appropriate solution to problem is introduced, if justified.

The development is a site shared by an extended family and a parking space is proposed which could accommodate 5 vehicles. The parking area is considered appropriate, however, there is ample room on site for additional parking should it be needed. The proposal includes alterations to the access of the site and it is considered necessary to add a condition to any permission requiring this to be undertaken.

With the proposed conditions, the parking and access arrangements are deemed to be acceptable and therefore it is not considered that the proposal would raise any significant issues from a highway safety perspective. The proposed development is therefore considered to be in accordance with policies CS1, QE6, MP1 and MP7 of the Warrington Borough Council Core Strategy.

**Flood Risk & Drainage**

The NPPF aims to ensure that flood risk is taken into consideration at all stages of the planning process in order to avoid inappropriate development in areas at medium to high risk of flooding. The use of a risk based sequential test to direct development away from areas at the highest risk of flooding, is advocated.

The application site is accompanied by a Flood Risk Assessment [FRA] and an updated FRA has also been submitted. The site has been identified as
falling within Flood Zones 1, 2 & 3 with the northern element of the site being
Flood Zone 1 and the southern element of the site containing both Flood
Zones 2 and 3. Flood Zone 3 is where there is a high probability of flooding.
The provision on site of static caravans is classified as ‘highly vulnerable’
development [development Flood Risk and Coast Change Guidance 2014
and Environment Agency advice].

Such a development is not appropriate in Flood Zone 3 without mitigation
measures in place. Due to the vulnerability of the development and its location
within Flood Zones 2, both the Sequential Test and Exception Test, as
outlined in the NPPF, must be carried out.

The Sequential Test ensures that a sequential approach is followed to steer
new development to areas with the lowest probability of flooding, with the aim
of steering new development to Flood Zone 1 areas.

The applicant has carried out a site selection process, and following the
assessment of a number of sites, including the application site against
specified criteria outlined below which have been taken both national and
local policy guidance, the application site and a site at New Cut Lane,
Woolston were identified as reasonably available sites that where not rejected
at the shortlist stage.

- Non-Green Belt Land (Planning Practice Guidance Ministry of Housing,
  Communities & Local Government (March 2014) Paragraph 034 states that
  “unmet housing need (including for traveller sites) is unlikely to outweigh the
  harm to the Green Belt and other harm to constitute the “very special
  circumstances” justifying inappropriate development on a site within the
  Green Belt”. As such only sites within the existing settlement boundary could
  be considered suitable for the purposes of site search.)
- Site size of approximately 0.2 Ha [in accordance with the Showmen’s
  Guild of Great Britain Best Practice Advice on Provision of Showmen’s
  Permanent parking Sites].
- Site is known to be available – actively being disposed of or promoted
  for development by land owner, or on inspection vacant and available for
  development.
  - Capable of providing suitable access
  - Access to services and shops
  - Access to local schools
  - Good access to the Primary Road Network
  - Served with adequate on-site services
  - Be compatible with surrounding land uses particularly with regards to
    residential amenity.

Having been shortlisted the site has been considered under the sequential
test. The site is identified as being in Flood Zone 3 for 35% of the site or at a
medium to high risk of surface water flooding and reservoir flooding in the
majority of the site.

Flood risk management and mitigation measures will be put in place to ensure
that the risk of flooding is minimised and the risk of flooding to downstream of
the site is not increased as a result of the development. To ensure that this occurs it is considered necessary to add a condition to any permission requiring the undertaking of a detailed flood modelling exercise, the modelling exercise will be used to develop a detailed solution to deal with any residential flood risk that the modelling works identifies. The condition will then require that this solution is fully implemented on site prior to the first occupation of the proposed development. The measures for the mitigation of the flood risk might include raising specific areas of land within the site boundaries that are at increased risk of flooding and the implementation of a surface water drainage strategy incorporating a Sustainable Drainage System.

The static caravans will be at the eastern end of the site, with the existing building remaining in-situ being used for storage and maintenance purposes.

The caravans would be located on ground raised by 400mm from existing levels and offset from the edge of the watercourse by 8 metres.

As part of the site is in Flood Zone 3, raising the site levels on that part of the site that is east of Athlone Road will reduce flood plain storage and divert flood flows to areas previously unaffected by fluvial flooding. The mitigation for this will be identified as part of the detailed mitigation scheme submitted following the modelling work.

Surface water will be collected via a permeable paving solution and a network of road gullies before discharging to Longford Brook via the existing outfall. In addition, on-site attenuation will be provided within the permeable paving sub-base to accommodate flows up to and including the 1 in 100 year storm event, including an allowance for climate change. Following the implementation of the above works, the risk of surface water flooding to the surrounding area and areas downstream, is considered to be low.

It is concluded that there are no alternative sites, for the development to be located based on the site selection process, where there is a lower probability of flooding.

In the event that the development cannot be located in an area that is at a low risk of flooding, then the Exception Test should be applied. The Exception Test is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available.

The Test requires a proposed development to show that it will provide sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.

The scheme would provide sustainable benefits to the community in that it would address an identified need for travelling Showpeople’s accommodation in Warrington, that has to date not been met. Based on the requirement to provide pitches for Showpeople within the community, it is considered that the
benefits of this scheme would outweigh the flood risk if suitably managed. The Flood Risk mitigation measures outlined above are considered to be acceptable, in terms of impacts both within the site and areas downstream.

It is considered that both the Sequential and Exception tests have been satisfactorily addressed.

**Conclusion**

Government policy places an obligation on Local Authorities to set out plot targets for Travelling Showpeople, to address their likely permanent and transit site accommodation needs. The updated GTAA identifies a need for 15 plots in Warrington over the next 15 years. To date, the Local Plan review process has not identified any new sites. The scope for finding new sites is subject to specific locational criteria and the needs of the occupiers. The current site meets these criteria and has the support of the prospective occupiers.

There is an inherent problem, as reflected in the concerns of objectors, of incompatibility with a residential use in an employment area, but there are mitigation measures in the form of acoustic fencing that will provide adequate protection for residents from local noise sources. In addition, there are no objections on highway or environmental grounds relating to the use of this site for occupation by Showpeople.

It is considered that the scheme, if properly controlled by planning conditions, is unlikely to lead to a deterioration of residential and visual amenities in the area and would not preclude the continued operation of nearby businesses. The proposal would accord with the NPPF, Planning Policy for Traveller Sites 2015 and policies CS1, CS2, SN3, PV1, QE4, QE6 and MP1 of the Warrington Core Strategy.

**Recommendation**

This application is recommended for approval subject to conditions.

**Recommendation**

Approve subject to Conditions

**Conditions & Reasons**

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.
   
   **Reason:** To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development shall be carried out in accordance with the following documents:
(a) The planning application forms, design and access statement and additional information received by Warrington Borough Council on 23/05/2018
(b) Submitted drawing number 1843 001 Revision H received on 06/07/2018
(c) The amended Flood Risk Assessment received on 05/07/2018
(d) The updated Design and Access Statement received on 06/07/2018

Reason: for the avoidance of doubt and to enable Warrington Borough Council to adequately control the development and to minimise its impact on the amenities of the local area and to conform with Policy QE7 of the Warrington Core Strategy.

3. The development hereby approved shall not be occupied until the refuse and recycling storage facilities indicated on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with in the interests of visual amenity and in order to protect the amenities of the occupiers of neighbouring properties and to comply with Policy QE6 of the Warrington Core Strategy and the Warrington SPD: Design and Construction (2010).

4. Maintenance, servicing and repair work on vehicles and fairground equipment shall not take place outside the following times: 0800-1800 hours Monday to Friday and 0800-1300 hours on Saturday, nor at any time on Sundays and public holidays.

Reason: To restrict hours where an increase in background noise levels could occur and therefore to protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

5. Operation of fairground equipment and rides on site shall only be permitted as part of routine maintenance, servicing and repair work and shall only occur during the permitted hours and days for such activities.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

6. No musical sound systems or public address systems shall be tested
or used on the site apart from during routine maintenance, servicing and repair. Testing of such systems shall be permitted for no more than 1 hour total duration on any given day and shall only occur during the permitted hours and days for maintenance, service and repair work.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

7. No equipment, machinery or vehicles shall be stored at the site, or brought onto the site for maintenance and repair, other than equipment, machinery and vehicles used by the residents of the site.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

8. The use of generators on any part of the site shall only be permitted if they are an integral part of fairground shows or rides and shall only be used as part of wider routine maintenance, servicing or repair of the fairground shows or rides.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

9. Prior to the erection of any external lighting on site, the developer shall submit a comprehensive assessment of lighting details for the entire site. The scheme shall show levels of illumination around the site (isolux drawings) but shall also show any overspill lighting beyond the physical site boundary. Mitigation measures or installation requirements shall be clearly identified within the scheme as shall control measures such as time clocks/light sensors or other control methods. Once approved, the agreed scheme shall be implemented in full prior to the commencement of use of that lighting and shall be retained as approved thereafter.

Reason: - In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy
10. A 2.5 high metre acoustic fence shall be erected around all sides of the site prior to first occupation of the site. The access gates shall also form part of the acoustic protection for the site. The ground floor level on which the 2.5 metre acoustic fence shall be based upon is the highest caravan wheel to ground height of any caravan situated on site. The southernmost acoustic fence – running along the New Cut Canal/Waste Amenity Site, may be omitted should the future occupiers deem this to be necessary. Eastern, Western and Northern edge acoustic fences shall however be required at all times.

Reason: To protect the amenity of future occupiers and also the amenity of any existing nearby residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

11. A scheme for highway improvement including removal of redundant footway crossings to the frontage of the site shall be submitted to and agreed in writing with the local planning authority. The scheme as approved shall be provided prior to first occupation and retained for use as such thereafter.

Reason: In the interests of highway and pedestrian safety, in order to ensure that the final details of the highway scheme/works are acceptable before work commences on site and to accord with Policy QE6 and of the Warrington Core Strategy.

12. A Construction Management Plan shall be submitted to and agreed in writing with the local planning authority prior to any investigation, enabling, demolition or temporary works on site. The Plan as approved shall be adhered to for all subsequent works. It shall consider as a minimum, but not be limited to, access and boundary treatments, controls and visibility splays, routing, loading and waiting of delivery vehicles, parking for employees and contractors.

Reason: In order to comply with Policy QE6 of the Warrington Core Strategy. A pre-commencement condition is needed so that all construction matters are properly controlled prior to commencement of all development including construction.

13. The access shall be constructed broadly as shown on the approved drawings and shall provide visibility splays of 2.4m by 43m and 2m by 2m (measured at back of footway). Nothing shall be built, planted or allowed to grow above 600mm within the visibility splays. No gates shall be placed within 5m of the back of footway in the interest of
highway safety.

Reason: To ensure adequate visibility at the site and to comply with Policy QE6 of the Warrington Core Strategy.

14. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution and to comply with Policy QE6 of the Warrington Core Strategy and the NPPF.

15. Prior to the commencement of development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems [March 2015] or any subsequent replacement national standards and unless otherwise agreed in writing with the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed to accord with the NPPF, the NPPg and with Policy QE6 of the Warrington Core Strategy.

16. Prior to commencement of development (whichever is soonest) details of the implementation, maintenance and management of the sustainable urban drainage scheme have been submitted to the local planning authority for approval. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
   i) a timetable for its implementation, and
   ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.

Reason: In order to comply with the NPPF, Policy QE6 of the Warrington Core Strategy and the Warrington SPD: Design and Construction. A pre-commencement condition may be necessary as SUDS may have an impact on matters of layout.

17. The occupation of the site hereby permitted shall be carried on only by the following and their resident dependants: Mr Chadwick and his extended family.

When the land ceases to be occupied by those named above the use
hereby permitted shall cease and all caravans, structures, materials and equipment brought on to the land in connection with the use hereby approved, shall be removed within 2 months of cessation. Within 3 months of cessation the land shall be restored in accordance with a scheme previously submitted to and approved in writing by the local planning authority.

Reason: In the interests of visual amenity and to accord with Policies QE7 and SN3 of the Warrington Core Strategy and the National Planning Policy Framework.

18. No more than 10 caravan(s), as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (of which no more than 5 shall be a static caravan and 5 mobile homes] shall be stationed on the site at any time.

The residential use hereby permitted shall be restricted to the stationing of no more than 10 caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968, at any time (of which no more than 5 shall be a static caravan and 5 mobile homes).

There shall be no more than 5 pitches on the site and on each of the 5 pitches hereby approved no more than two caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968, shall be stationed at any time, of which only one caravan shall be a residential mobile home.

Any caravans positioned on the site shall be capable of being lawfully moved on the public highway, without division into separate parts.

Reason: In the interests of visual amenity and to accord with Policy QE7 of the Warrington Core Strategy.

19. Prior to the commencement of development on the site, a detailed flood modelling exercise shall be demonstrate to understand the effect of the proposed land raising works would have on the flood zones. The flood modelling work shall input into a solution to deal with any residual flood risk that the modelling identifies and shall identify timescales for the implementation of this on site and be submitted to and agreed in writing by the Local Planning Authority prior to any works commencing on site. The agreed details shall be fully implemented on site in accordance with the agreed details and timescales.

Reason: To mitigate the flood risks on the site and to comply with the NPPF, Policy QE4 of the Warrington Local Plan Core Strategy and the Warrington SPD: Design and Construction

20. Prior to commencement of development a detailed plan showing the locations and treatment of the non-native invasive species Japanese Knotweed present on site should be submitted to the Local Planning Authority for approval. The development shall proceed in accordance with approved treatment details.

Reason: To comply with the Wildlife and Countryside Act 1981 (as
amended) and the NPPF. A pre-commencement condition is necessary as it is necessary to control treatment of areas prior to construction activity taking place on site.

21. Prior to the commencement of development, plans showing existing and proposed levels across the site and including finished slab levels of all proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The proposed plans shall include a level (eg. highway or footpath) adjacent to the site that will remain fixed/unchanged. The works shall be carried out in accordance with the approved details.

Reason: No details of these matters have been submitted with the application and bearing in mind the topography of the site and to accord with Policy QE6 of the Warrington Core Strategy and the Warrington Design and Construction SPD (2010).
Appendix 1 – Drawings

Site Layout Plan
Appendix 2 – Photographs

Internal View of Site showing existing building and Access into the Site.

Internal View towards the Eastern Boundary
View of Land on Western Side of Athlone Road.
DEVELOPMENT CONTROL COMMITTEE DATE 18th July 2018

ITEM 8

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2018/32762</th>
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<tbody>
<tr>
<td>Location:</td>
<td>Former Abattoir site, New Cut Lane, Warrington, WA1 4AG</td>
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<tr>
<td>Ward:</td>
<td>Rixton and Woolston</td>
</tr>
<tr>
<td>Development</td>
<td>Full Planning - Proposed change of use of site from a car park [sui generis] to a Showperson's Yard [sui generis], including five pitches each pitch containing a static van and an associated tourer. The site will also accommodate the storage and maintenance of showground vehicles and equipment.</td>
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<tr>
<td>Date Registered:</td>
<td>04-May-2018</td>
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<tr>
<td>Applicant:</td>
<td>Warrington and Co.</td>
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<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>28-Jun-2018</td>
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Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-
- Article 8 - The right to respect for private and family life, home and correspondence.
- Article 1 of Protocol 1 - The right of peaceful enjoyment of possessions and protection of property.

Reason for Referral to Committee.

This application is referred to Development Management Committee as Warrington Borough Council is the applicant and the land is also owned by the Council. Councillor Cllr. McCarthy has also referred the application to the Development Management Committee.

Site

The application site is located within the New Cut Lane Industrial Estate and covers an area of approximately 0.23 hectares. To the south of the site are
Woolston New Cut and Woolston Eyes, a Site of Special Scientific Interest. A footpath follows the line of this boundary. To the west of the site is a Pumping Station. To the north, on the opposite side of New Cut Lane is the Council Depot. To the east is a commercial premises occupied by Fleet Parts, an engineering firm who produce commercial vehicle components, diagnostics and bespoke engineering solutions.

The site is currently used as an overflow area for the Council depot on the opposite side of New Cut Lane, for the storage of service vehicles.

Access to the site is from New Cut Lane.

The application site is located within Flood Zone 2 [medium risk of flooding]. In line with the NPPF, a Flood Risk Assessment [FRA] has been undertaken as part of the planning application process.

Proposals

It is proposed to change the use of the site from a car park [sui generis] to a Showperson's Yard [sui generis], including five pitches each pitch containing a static van and an associated tourer. The site will also accommodate the storage and maintenance of showground vehicles and equipment.

The site would be occupied by one extended family, as show people’s quarters. The touring caravans would be away from the site at certain times of the year, and would be used in connection with travelling from one fair to another.

The proposed static caravans will be located mainly around the southern and western perimeters of the site with one located in the northwest corner. A turning area and parking area are to be located in the northern part of the site as well as an area for the storage and maintenance. The existing access off New Cut Lane in the northern part of the site will be retained and modified to allow vehicles to pull clear of the highway when entering the site and providing visibility at the entrance. The site will be hard surfaced and it is proposed to erect a 2.5 metre high close boarded noise attenuation fence on all boundaries of the site based on the finished ground levels.

Planning History

84/16484 - Proposed erection of an extension to existing refrigeration room [the site was occupied by an abattoir at this time] Approved subject to conditions.

2008/13302 - Proposed demolition of existing buildings and change of use into car park, together with an extension of a section of 2.8m high palisade fencing. Approved subject to conditions.
Planning Policies

Section 38 (6) of The Planning and Compulsory Purchase Act 2004 states that planning decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. For the purposes of this application, the adopted Development Plan comprises the Warrington Local Plan Core Strategy (2014).

National Planning Policy Framework

Paragraphs 47 to 55 – Housing Policy
Paragraphs 94, 99-103 – Flood Risk

Other Relevant Documents

Planning Policy for Traveller Sites 2012, updated August 2015.
Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2018.

Core Strategy

CS1 – Delivering Sustainable Development
CS2 – Quantity and Distribution of Development
SN3 – Accommodation Needs for Gypsies and Travellers and travelling Showpeople.
PV1 – Development in Existing Employment Areas
QE4 – Flood Risk
QE5 - Biodiversity and Geodiversity
QE6 – Environment and Amenity Protection
QE7 – Ensuring a High Quality Place
MP1 – General Transport Principles

Supplementary Planning Documents

Construction and Design
Environmental Protection
Standards for Parking in New Development

Notification Responses

The Parish Council object to the proposed application on the following grounds:
1. Introduction of residential use into an industrial area
2. Unsuitable location for residential use, especially for those with children,
   • because of heavy goods vehicle traffic related to existing premises in the area and light vehicle commercial traffic trading at nearby premises
   • conflict between hours of use of existing and any new industrial developments eg potential restrictions for future commercial developments because of nearby residential use
   • application would be made further unsuitable for the area because of
other proposed developments by the Borough Council relating to the Woolston Depot and the Woolston Household Waste Site.

Neighbours – 59 letters of objection have been received. Grounds of objection;

- Have residents / affected parties ever been notified about how the Council zoned the land?
- Lack of consultation; insufficient facts about the families who are going to live at the site, number of children etc.
- Cannot guarantee that there would be no Gypsy activity at the site.
- Adverse impact on amenity of the area from visiting caravans.
- Could dramatically affect the businesses and values of the property and manufacturing operations on the lane. Would not support employment use of the area and have not demonstrated that the existing employment use is not viable or no longer suitable.
- New Cut Lane is an industrial area and as such is totally unsuitable for domestic accommodation.
- Given the amount if heavy goods vehicles on the congested road and the presence of children playing, there is a good chance of fatalities.
- How will visitor car parking be accommodated?
- Will result in increased traffic, noise and traffic pollution due to the movement of equipment. Will have an adverse impact on local residents and business properties.
- What size is the equipment and how often will it be used?
- Residential use is unacceptable given the proximity to the tip – health and safety concerns; site being in a high flood risk zone; no space for children to play; future pressure to expand the site, what restrictions will be put in place?
- Manchester Road / New Cut Lane are already a busy road junction.
- Existing site in Foundry Street is classed as an unauthorised development. What is to prevent such unauthorised developments taking place in and around New Cut Lane?
- Want to know what is proposed for the future use of the Council Yard [opposite the application site] when it is no longer occupied by the Council.
- Contaminated land therefore unsuitable.
- Is there sufficient space available for the manoeuvring of vehicles?
- Will adversely affect property values.
- Could lead to more trailer sites in the area/more people on this site/visitors.
- Proximity to Dangerous Tidal River
- Increased litter/waste
- Lack of investment, limit to business expansion and loss of jobs
- Adverse impact on local spending and tax generation
- Cost of the scheme not acceptable
- Change of land use not acceptable
- Damage to the green area
- Increased vandalism/crime/safety issues
• Impact on Welfare of existing residents
• Rude and intimidating people

Letter has also been received from two Planning Consultants acting on behalf of the occupiers of industrial and commercial premises on the New Cut Lane Industrial Area. Grounds of objection;
• The application is poorly presented with no pre-application engagement with the local community.
• Application should not have been validated without the FRA.
• The development does not accord with the NPPF or the development plan. No presumption in favour of development. No material considerations which would justify an exception to policy.
• The development potentially compromises the continued successful operation of the industrial estate and its businesses.
• Fails to meet the expected standards of amenity, health and wellbeing and safety as advocated through national guidance for traveller’s sites.

3 letters of support have been received. Grounds of support;
• The plot is in an ideal location for the families’ needs – close to local amenities and light industrial nature of the Estate.
• They should not be pigeonholed as part of the traveller community.
• The families are local people and have lived and remained in Warrington for generations and are amenable and reasonable people.
• Having a small community on the New Cut Lane site will deter crime and anti-social behaviour rather than create it and as a business owner this should be encouraged.
• The children attend local schools they have all forged good relationships with friends and neighbours within the vicinity. Living here permanently will give the family stability and a chance to live without discrimination.
• Showmen find it very difficult to find suitable land to accommodate both their storage and accommodation requirements as they can often be overlooked when the local plan is produced which makes it very difficult.

The prospective occupier of the site has also written in support of the application. He has stated his support for the site after having viewed plot. He confirms that he has worked with Warrington &Co to arrive at a suitable scheme. He and his family want the site to become a long term base to live and to store and maintain their fairground rides. The site is perfectly suited to their needs and they hope to establish a good working relationship with their new neighbours as they have at their old site. They have no concerns about the location and possible noise nuisance arising from adjacent roads or surrounding employment uses.

The site has to be able to house their rides and place of residence; these requirements are set out by the Showmen’s Guild. They are happy to accommodate any works in support of their application including raising the level of their vans. They have agreed the plan that has been submitted as part
of the application and are happy with the layout including the amount of amenity space available within the site. They do not consider that the existing pedestrian movement in the area is unsafe. The family have been associated with Warrington for 200 years and have attended local schools.

The Cheshire and Warrington Traveller Team manager has confirmed that both applications have been reviewed and the layout of the site is considered to be acceptable.

Response to Neighbours / Interested Parties Grounds of Objection

The concerns raised by resident and local businesses are addressed in detail in this report. The main concerns appear to relate primarily to safety issues; impact on existing businesses and on existing residential properties. Most of the issues are linked to the fact that the proposed use of the site is mixed, including an element of both residential and employment use, located in an employment area. These uses are viewed as being incompatible however, this is the nature of the Showpeople’s way of life and it is how they maintain their livelihood.

Consultation Responses

Natural England

Woolston Eyes Site of Special Scientific Interest -based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection to the scheme.

GMEU

Woolston Eyes Site of Special Scientific Interest (SSSI) is within 500m of this application site, although the SSSI is separated from the site by the River, so any impacts on the SSSI are considered very unlikely.

There are two Local Wildlife Sites within 500m of the site (Paddington Meadows and Woolston New Cut Canal) that do have some connectivity with the site, although given the character of the proposed showpersons yard I would not consider that the development / change of land use of the site will cause any harm to the special interest of the Local Wildlife Sites.

The site itself is dominated by hardstanding and has no intrinsic ecological interest. The surrounding area is excellent for bats but it would appear that the site does not support any buildings or structures that could support bat roosts. Overall then there are no significant ecological constraints associated with the development or proposed change of use of this site.
Highways

The development is sui generis and whilst it has clear requirements similar to those of a residential development and employment/storage, WBC has no specific standards that apply to this development other than those relating to access design.

The existing site access is a footway crossing in poor condition. It is gated at back of footway and has a palisade fence limiting visibility.

In highway terms the key requirements for the site are: sustainability; safe access for HGVs, domestic vehicles and pedestrians; parking for residents and visitors; servicing and circulation within the site.

Sustainability

The site is considered reasonably sustainable in transport terms, with retail and leisure destinations nearby and schools in the adjacent residential areas, all within easy walking distances. There are also bus stops within walking distance on the A57 and adjacent leisure routes for walking and cycling.

Access

Visibility splays of 2.4 by 43m and 2m by 2m (at back of footway) are required for safe egress. There should be nothing built planted or allowed to grow above 600mm within the visibility splay and it should be within the control of the developer or highway authority.

The proposed access facilitates safe movement of vehicles of all sizes and complies with the visibility requirements. The proposed boundary treatment sits behind the visibility splays and the gate is set back sufficiently to maintain highway safety.

The proposals demonstrate an internal road width of 3.7m, however no kerbs are proposed and within the site the whole area is paved. As such there is sufficient room to manoeuvre any vehicles and enter and exit in forward gear.

Additional provision for pedestrian access has been proposed, which is acceptable.

Servicing

The site is designed to accommodate extremely large vehicles which are to be stored here. As such no issues are envisaged in terms of HGV access or turning within the site. Swept path analysis demonstrates that the access is appropriately sized.

Domestic waste is to be collected by WBC. Bins are located near the access and there is room outside for collection.
Parking/Internal Layout

The development is effectively a large single dwelling shared by extended family and a parking area is proposed which could accommodate 6 vehicles. This is considered appropriate, however there is ample room on site for additional parking should it be needed.

Public Realm

The Flood Risk Team have assessed the Flood Risk Assessment (FRA) and have no objection in principle to the proposed change of use, as long as the applicant adheres to the recommendations made in the FRA and subject to the submission of a detailed design for the surface water attenuation and drainage layout.

Environmental Protection

Air quality has been reviewed. A bi-aerosol assessment has been included with the submitted documents. Whilst green waste is accepted at the adjacent waste amenity site, it is indicated that the waste is removed regularly several times per week. The bio-aerosol assessment has considered this and the potential of bio-aerosols being generated. The outcome of the assessment suggests that the risks have been satisfactorily examined. No air quality impacts are considered likely from the waste amenity site, other businesses or from traffic movements at and around this site therefore no air quality conditions are required for this permission.

The acoustic report has considered noise levels through measurement at the site during both daytime and night time periods. Comparison to BS8233:2014 standards have been made.

In terms of future residential amenity it has been recognised that Mobile Homes/Caravans have a lesser ability to attenuate noise than conventional residential dwellings. This has been considered within the acoustic report and identifies that a 2.5m acoustic fence will be required to shield future occupiers from external noise sources. In order to meet BS8233:2014 standards, a much higher fence would be required however, 2.5m has been advocated as providing 10.5dB attenuation – which is the best balance leaving the inside of the mobile homes slightly above the target noise levels (by 2.5dB over the 5dB road traffic noise allowance).

Ideally, it would be preferable to achieve the BS8233:2014 guidance noise levels on site however with mobile homes being the accommodation type, and a limited acoustic fence height, the levels achieved within an industrial estate and near to a busy A road are the best compromise given the practicalities of attenuating noise without requiring the need for a substantial acoustic fence structure.

The façade facing the waste amenity site is also proposed to be ‘fenceless’ to allow for a less claustrophobic or enclosed setting for the mobile homes for
the proposed future occupiers. Whilst this may allow noise levels to be slightly higher when the waste amenity site is in operation, due to the limited operational hours (10am to 4pm) this is not seen as being a significant factor and is considered to be of limited impact.

Noise from the equipment repair and maintenance activities may have some potential to cause noise to be apparent at existing surrounding residential properties, however, the 2.5m high acoustic barrier will provide shielding to reduce resultant noise levels off site. This is only likely to be a possible problem when maintenance or repair work to the Showpersons fairground equipment is ongoing. A very similar site exists in the Stretton area of the borough where conditions were recommended to control permitted times for certain activities. It is recommended that similar conditions should be considered on this site due to the proximity of residential properties in a reasonably close proximity to the site. It must however be noted that the application site is within a B2/B8 industrial estate so conditions should consider other already permitted activities that are existing on and around the application site.

No objections are raised subject to conditions and informative being applied should consent be given. The range of conditions would include;

- Specified hours of operation for maintenance and repair of machinery
- Restriction on the operation of equipment on site to allow routine maintenance within the specified hours
- Limitation on the testing of sound systems
- Limitation on equipment on the site – should relate to residents business only.
- Restriction on the use of generators
- Details of any external lighting required
- Erection of a 2.5 metre high acoustic fence.

**Contaminated Land**

Historical mapping confirms that the site was formerly occupied by an abattoir, circa 1966. In 1961, a pumping station was built on the western boundary of the site. A preliminary risk assessment of the site has identified that there is a low potential risk to human health [construction workers and people taking up residence on the site] and a low potential risk to ground and surface waters.

It is noted that during development works it will be necessary to install below ground services. This is likely to require excavation of made ground under the site. Mitigation measures will be adopted when undertaking site works. This is considered to be acceptable.

The Controlled Waters Risk Assessment carried out for the site identified a low potential risk to ground and surface waters form the site or the proposed scheme.

The Ground Gas Risk Assessment has concluded that, given the nature of the proposed development i.e. caravans which have a reduced risk of ground gas
/ vapour ingress, and the nature of the ground, ground gas risk is considered to be significant.

No remediation or validation works have been recommended for the site or as part of the proposed scheme.

A Contaminated Land informative is recommended to be attached to any forthcoming planning permission.

United Utilities

The proposed site is adjacent to Paddington Effluent Treatment Pump Station. Access to our pump station is required at all times. Conditions are also recommended in respect of foul and surface water drainage. An access strip will also be required for the public sewer which crosses the site and building over it may not be permitted. Water can be supplied to the site for domestic purposes and wastewater can be connected subject to agreement on a detailed design.

Environment Agency

Comments to be included in the update report.

Observations

Principle of Development

Planning Policy

Section 38 (6) of The Planning and Compulsory Purchase Act 2004 states that planning decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. For the purposes of this application, the adopted Development Plan comprises the Warrington Local Plan Core Strategy (2014).

National Policy: Housing policy is contained in paragraphs 47 to 55 of the NPPF. Paragraph 50 (bullet point 1) requires LPAs to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community.

The DCLG published ‘Planning Policy for Traveller Sites’ (PPTS) in March 2012 which set out the Government’s planning policy for Traveller sites. This was updated in August 2015 to alter the definition of gypsies and Travellers and travelling showpeople. The key change that was made to both definitions was the removal of the term “persons who have ceased to travel permanently”, meaning that, those who no longer travel at all, will no longer fall under the planning definition of a Traveller, for the purposes of assessing accommodation need in a GTAA. The PPTS should be read in conjunction with the National Planning Policy Framework.
The PPTS places a number of key requirements on local planning authorities with regards to ‘Plan-making’ and ‘Decision-taking’. In terms of plan making those key requirements in respect of need that are of relevance are summarised as follows:

• a need to set out pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring planning authorities (Para. 9); and
• identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of sites against their locally set targets (Para. 10); and
• identify a supply of specific developable sites or broad locations for growth, for years six to ten and, where possible, for years eleven to fifteen (Para. 10); and
• criteria should be set to guide land supply allocations where there is identified need and to ensure that sites are sustainable economically, socially and environmentally (Paras. 11 and 13).

In terms of decision taking the key requirements in respect of need that are of relevance when determining applications for traveller sites are contained in paragraph 24 and can be summarised as follows:

LPAs should consider the following issues amongst other relevant matters when considering planning applications for traveller sites:

a) The existing level of local provision and need for sites
b) The availability (or lack) of alternative accommodation for the applicants
c) Other personal circumstances of the applicants
d) Locally specific criteria should be used to assess applications that come forward on unallocated sites
e) That they should determine applications for sites from any travellers and not just those with local connections.

Local Policy – The LPCS: Policy CS1 indicates that development proposals that are sustainable will be approved and that in order to be sustainable, development must accord with national and local planning policy frameworks; have regard to (amongst other things); the requirement to provide for recognised and identified development needs.

Policy SN3 indicates that 15 additional permanent plots are required for Travelling Showpeople and that the required provision will be achieved through the allocation of land to meet this need through a further Local Plan.

The policy indicates that until this process of site allocations is complete, the Council will permit development proposals for Gypsy, Traveller and Travelling Showpeople accommodation provided that there is an identified need for the site and that the proposals accord with National Planning Policy. Policy SN3 also sets out a number of criteria against which development proposals will be assessed, in addition to those in Policy CS1.
Assessment of Proposals

• **Need**
Policy CS1 indicates that development proposals must have regard to (amongst other things) the requirement to provide for recognised and identified development needs. There is an accepted identified need for additional sites for Travelling Showpeople. Policy SN3 identifies a need for 15 additional plots for Travelling Showpeople. The recently completed Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (June 2018) confirms that the need for Warrington is still for 15 plots (including an element of unknown need) for the next fifteen years, despite the change to the definition of who constitutes a travelling showperson. This need includes five plots for the currently unauthorised development at Foundry Street.

• **Supply**
The Local Plan Review process has not been able to identify any new sites for allocating as yards for travelling Showpeople to date. The proposed development will make a significant contribution towards the identified need, equating to five years’ worth of supply.

• **Locational Criteria**
Policies SN3 and CS1 set out a number of criteria against which development proposals will be assessed. The proposal complies with criteria in the following respects;

- The proposed development would have access to a Co-op food shop, a pharmacy and post office, local schools and child care facilities as well as recreational facilities. Without a permanent address it is difficult to access healthcare and ensure children receive consistent education.

- There is good access to the primary road network – Manchester Road – and the scheme would not have an adverse impact on highway safety or traffic congestion. The number of trips and any on street parking that may be associated with this particular development are negligible.

- The site is laid out to provide adequate space for car parking; manoeuvring of vehicles; amenity space, refuse facilities and storage and maintenance areas.

- It is proposed to connect each static / mobile home into the existing sewer system. The site will also be served by connection to the mains water and electricity supplies in the area. To facilitate adequate drainage, the site will have permeable areas and impermeable areas. The permeable areas will include the provision of attenuation methods and impermeable areas will benefit from a traditional drainage system.

- In order to mitigate any noise issues arising from the introduction of residential use into a commercial area, it is proposed to erect a noise attenuation boundary. This should achieve acceptable noise levels within the
caravans and the external amenity spaces. The introduction of a 2.5 metre high fence would provide a visual screening of the adjacent uses, including external storage areas. This should overcome any potential conflict with the adjacent, non-residential land uses.

- The predominant boundary treatment in the area is 2 metre high galvanised fencing. The proposed close boarded timber fence would be visible from New Cut lane. The scheme would be compatible with the wider commercial landscape and would not have an adverse impact on the street scene.

- The scheme would result in the reuse of previously developed land in a sustainable location.

• Personal circumstances of the applicants
The site is proposed to provide a home for one extended family. The family are members of The Guild of Showmen and operate fairground rides across the country. The family have a long association with Warrington and have lived here all their lives. Many of the older members of the family live permanently at home, with other members travelling during the fairground season. The current location on Foundry Street is too small for the families and does not meet the Model Standards for Caravan Sites in England [2008]. It is intended that the site will become a permanent base for the family with part of the site to be used for storage and maintenance of rides and vehicles allowing them to maintain their livelihood.

A long leasehold interest will be granted to the family for the use of the site. In addition, planning permission would be granted on the basis of a personal consent for Mr Chadwick and his extended family. If the family decide to permanently move on from the site, the site will revert to the Council.

It is clear that the Showpeople who wish to take up residence on the site have a long association with Warrington and that their current accommodation is unsustainable.

Employment Areas

Policy PV1 of the Core Strategy, seeks to support development, redevelopment and changes of use proposals within existing employment areas as defined on the Policies Map, provided the use falls within Use Classes B1, B2 or B8 or is a sui-generis employment use.

The use of the site as a Showperson’s Yard is considered to be sui generis in that it includes an element of employment use and an element of residential use. The site is therefore not wholly sui-generis employment use. Development within existing employment area will be permitted where it can demonstrate compliance with four specified criteria. In this case the development can only meet two of the criteria;

• Would not undermine the viability of existing employment uses in close proximity to the site - measures are being taken to address potential issues of noise disturbance in order to avoid fettering the operation of
surrounding businesses.

- Does not undermine or is in accordance with the spatial strategy- the proposal would accord with the Strategy as referenced above.

In addition, the policy recommends that where possible the ability to retain an element of employment use within an application site will be encouraged. This would be achieved within the site.

It should also be noted that, as the site has been used for the parking of vehicles which is a sui-generis use, the scheme would not result in the loss of employment land. The scheme would actually return part of the site to employment use.

The proposed development would not fully accord with Section 38 (6) of The Planning and Compulsory Purchase Act 2004. It is considered that material considerations exist to justify an exception to planning policy being made.

It is considered that there is an accepted identified need for travelling Showpeople’s accommodation in Warrington, that it has been unable to meet through the Local Plan review process to date. This is a matter which carries significant weight in favour of the grant of permission. The proposed development will make a significant contribution towards the identified need, equating to five years’ worth of supply.

The personal need of the family for accommodation also carries significant weight. The existing site, located near the town centre, is not considered an appropriate site owing to overcrowding and the lack of appropriate facilities including washing and access to clean running water. The search for alternative sites has not produced any clear prospect of the availability of a suitable site for the applicant’s family, this adds further important weight to the proposal.

Environmental Protection

The necessary surveys and assessments have been undertaken in order to establish the suitability of the site for the proposed residents and to assess any potential impacts on surrounding occupiers and uses.

The site will partially be used for employment purposes in connection with the operation of fairground rides. This will include repair, maintenance and testing of the rides, as well as their storage on the site. Such uses have the potential to create noise issues for adjacent occupiers and it is partially for this reason that the noise attenuation fence is to be provided. The fence will have dual functionality in that it will also moderate the noise associated with the operation of surrounding businesses from adversely impacting on the proposed residents. Whilst the fence will not completely screen out all the noise, it is advised that it will bring the noise levels down to acceptable standards. On grounds of improved amenity for the residents the site has been assessed on the basis that the boundary to Woolston New Cut would not have an acoustic fence, the existing fence will remain in-situ. The noise
attenuation report considers this to be acceptable as it is on the side of the site that is directed away from the main sources of noise. The use of an acoustic fence on the site is considered to be in keeping with the character of the area and isn’t considered to have a detrimental impact on the visual amenity of the site.

It is noted that the industrial unit [eastern boundary] has recently benefitted from planning permission for an extension adjacent to the boundary with the application site. The permission was subject to a number of conditions including a condition that required that any new or relocated externally mounted plant or equipment should not cause an increase in the ambient background noise level at the boundary of the nearest residential property. There are no conditions attached to this consent relating to a restriction on hours of operation.

Any new plant that may be erected can be specified so that noise levels can be minimised by the use of baffles etc. Alternatively plant could be located on those elevations of the building that are furthest away from, or not pointing directly across the boundary.

**Visual Impact**

The site is located within an existing Industrial site with the surrounding sites having a variety of different uses. The location of the plant/equipment associated with the showpersons site is considered to add to the diversity of the area. The siting of the caravans on the site is also considered to be in keeping with the variety of uses in the area. The proposal is therefore considered to be acceptable and will comply with policy QE7 of Warrington Borough Council Core Strategy.

**Highways**

The prospective occupier of the site has confirmed that there would be virtually no HGV movements during the wintertime as there are very few shows at this time of year. During the summertime the movements are likely to be out on Friday and back on Sunday but during the main season they go out for 4/5 weeks and don’t come back to the site within that timeframe. This would result in very few vehicle movements and they would normally relate to the domestic use of the site i.e. cars.

The size and type of the other commercial vehicles vary, but do include HGV’s. The longest trailer would be an articulated truck and this would is 50ft long.

The highway engineer has appraised the number and type of vehicular movements attending and leaving the site and has not raised any objections.

The existing fleet and depot storage which is currently accommodated on the site will be relocated within the curtilage of the remaining Woolston depot site and some will be temporarily relocated to the existing School Brow.
operational depot site. These temporary moves are linked with the wider proposals to develop an amalgamated depot facility for the Authority at the Woolston site.

New Cut Lane is industrial in nature. It is adopted highway with carriageway around 7m wide with footways and lighting. It is subject to a 30mph speed limit and there are existing issues with inconsiderate and footway parking along its length. These issues are common across the Borough and are being addressed independently of this application. The Borough Council have previously undertaken various traffic management studies for the areas surrounding the site in question, with a view to highlighting such issues as inconsiderate parking, obstruction of the footways, pedestrian connectivity etc.

Traditional traffic management uses physical measures, restrictions and legislation to coerce and educate driver behaviour to coax higher capacities out of the highway network with improved levels of safety. This is achieved by changing the driver’s perceptions of an area by implementing traffic management measures and techniques, dependent upon the road hierarchy, existing road characteristics and site geometry.

The above review/assessment is designed to reflect the road hierarchy, function and sensitivity of the road/area in question, pedestrian usage, traffic volumes, the presence of schools and local amenities, existing recorded road traffic collisions, immediate environment, traffic management/transportation policies to ensure the most appropriate solution to a problem is introduced, if justified.

It is considered that the proposed access facilitates the safe movement of vehicles of all sizes and complies with the visibility requirements. The proposed boundary treatment is located behind the visibility splays and the gate is set back sufficiently to maintain highway safety, therefore subject to conditions relating to the access being constructed on site in accordance with the approved drawings and including a visibility splay the proposal is considered to be acceptable from a highways perspective.

With the proposed conditions, the parking and access arrangements are deemed to be acceptable and therefore it is not considered that the proposal would raise any significant issues from a highway safety perspective. The proposed development is therefore considered to be in accordance with policies CS1, QE6, MP1 and MP7 of the Warrington Borough Council Core Strategy.

**Flood Risk & Drainage**

The NPPF aims to ensure that flood risk is taken into consideration at all stages of the planning process in order to avoid inappropriate development in areas at medium to high risk of flooding. The use of a risk based sequential test to direct development away from areas at the highest risk of flooding, is advocated. Where development is necessary, it should be made safe without increasing flood risk elsewhere.
The application site is accompanied by a Flood Risk Assessment [FRA]. The site has been identified as falling within Flood Zone 2 where there is a medium probability of flooding. The provision on site of static caravans is classified as ‘highly vulnerable’ development [Flood Risk and Coast Change Guidance 2014 and Environment Agency advice].

Due to the vulnerability of the development and its location within Flood Zone 2, both the Sequential Test and Exception Test, as outlined in the NPPF, must be carried out.

The Sequential Test ensures that a sequential approach is followed to steer new development to areas with the lowest probability of flooding, with the aim of steering new development to Flood Zone 1 areas.

The applicant has carried out a site selection process, and following the assessment of a number of sites, including the application site against specified criteria outlined below which have been taken from both national and local policy guidance, the application site and a site at Athlone Road were identified as reasonably available sites that were not rejected at the shortlist stage.

- Non-Green Belt Land (Planning Practice Guidance Ministry of Housing, Communities & Local Government (March 2014) Paragraph 034 states that “unmet housing need (including for traveller sites) is unlikely to outweigh the harm to the Green Belt and other harm to constitute the “very special circumstances” justifying inappropriate development on a site within the Green Belt”. As such only sites within the existing settlement boundary could be considered suitable for the purposes of site search.)
- Site size of approximately 0.2 Ha [in accordance with the Showmen’s Guild of Great Britain Best Practice Advice on Provision of Showmens Permanent parking Sites].
- Site is known to be available - actively being disposed of or promoted for development by land owner, or on inspection vacant and available for development.
- Capable of providing suitable access
- Access to services and shops
- Access to local schools
- Good access to the Primary Road Network
- Served with adequate on-site services
- Be compatible with surrounding land uses particularly with regards to residential amenity

Having been shortlisted the site has been considered under the sequential test. The site is identified as having over 50% of the site being at low risk of flooding from all sources.

The risk to the site from surface water, sewer and ground water flooding is considered to be low, with a medium risk of fluvial flooding.
Flood risk management and mitigation measures will be put in place to ensure that the risk of flooding is minimised and the risk of flooding to downstream of the site is not increased as a result of the development. The proposed static caravans will be located around the southern and western perimeters of the site. The entire site is to be raised 300mm from existing ground levels. The turning area, caravan and parking area in the north of the site will have a permeable surface; the remainder of the site will have an impermeable surface. In addition, a surface water drainage strategy incorporating a Sustainable Drainage System will be provided for the site.

It is concluded that there are no alternative sites, for the development to be located based on the site selection process, where there is a lower probability of flooding.

In the event that the development cannot be located in an area that is at a low risk of flooding, then the Exception Test would be applied. The Exception Test is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available.

The Test requires a proposed development to show that it will provide sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.

The scheme would provide sustainable benefits to the community in that it would address an identified need for travelling Showpeople’s accommodation in Warrington, that has to date not been met. Based on the requirement to provide pitches for Showpeople within the community, it is considered that the benefits of this scheme would outweigh the flood risk if suitably managed. The Flood Risk mitigation measures outlined above are considered to be acceptable, in terms of impacts both within the site and areas downstream.

It is considered that both the Sequential and Exception tests have been satisfactorily addressed.

**Ecology**
Policy QE5 of the Warrington Borough Council Core Strategy states that the Council will work with partners to ensure and where possible enhance sites of recognised nature and geological value.

Given that the proposal would not extend the developed area beyond that currently occupied by built form be it buildings or hard-surfaced areas it is not considered that the proposal would affect the Woolston Eyes SSSI, which is located within 500m of the application site. Consequently it is not considered that the proposal would have a significant adverse impact upon ecology and as such the scheme is considered acceptable in this regard.
Conclusion

Government policy places an obligation on Local Authorities to set out plot targets for Travelling Showpeople, to address their likely permanent and transit site accommodation needs. The updated GTAA identifies a need for 15 plots in Warrington over the next 15 years. To date, the Local Plan review process has not identified any new sites. The scope for finding new sites is subject to specific locational criteria and the needs of the occupiers. The current site meets these criteria and has the support of the prospective occupiers.

There is an inherent problem, as reflected in the concerns of objectors, of incompatibility with a residential use in an employment area, but there are no objections on highway or environmental grounds relating to the use of this site for occupation by Showpeople.

It is considered that the scheme, if properly controlled by planning conditions, is unlikely to lead to deterioration to residential and visual amenities in the area and would not preclude the continued operation of nearby businesses.

The proposal would accord with the NPPF, Planning Policy for Traveller Sites 2015 and policies CS1,CS2, SN3,PV1,QE4,QE6 and MP1 of the Warrington Core Strategy.

Recommendation

Approve subject to Conditions

Conditions & Reasons

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

   Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development shall be carried out in accordance with the following documents:

   (a) The planning application forms, design and access statement and additional information received by Warrington Borough Council on 4/5/2018.
   (b) Submitted drawing No's: Proposed Site Layout 001B received on 4/5/2018.

   Reason: for the avoidance of doubt and to enable Warrington Borough Council to adequately control the development and to minimise its impact on the amenities of the local area and to conform with Policy QE7 of the Warrington Core Strategy.
3. The development hereby approved shall not be occupied until the refuse and recycling storage facilities indicated on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with In the interests of visual amenity and in order to protect the amenities of the occupiers of neighbouring properties and to comply with Policy QE6 of the Warrington Core Strategy and the Warrington SPD: Design and Construction (2010).

4. Maintenance, servicing and repair work on vehicles and fairground equipment shall not take place outside the following times: 0800-1800 hours Monday to Friday and 0800-1300 hours on Saturday, nor at any time on Sundays and public holidays.

Reason: To restrict hours where an increase in background noise levels could occur and therefore to protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

5. Operation of fairground equipment and rides on site shall only be permitted as part of routine maintenance, servicing and repair work and shall only occur during the permitted hours and days for such activities.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

6. No musical sound systems or public address systems shall be tested or used on the site apart from during routine maintenance, servicing and repair. Testing of such systems shall be permitted for no more than 1 hour total duration on any given day and shall only occur during the permitted hours and days for maintenance, service and repair work.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

7. No equipment, machinery or vehicles shall be stored at the site, or brought onto the site for maintenance and repair, other than
equipment, machinery and vehicles used by the residents of the site.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

8. The use of generators on any part of the site shall only be permitted if they are an integral part of fairground shows or rides and shall only be used as part of wider routine maintenance, servicing or repair of the fairground shows or rides.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

9. Prior to the erection of any external lighting on site, the developer shall submit a comprehensive assessment of lighting details for the entire site. The scheme shall show levels of illumination around the site (isolux drawings) but shall also show any overspill lighting beyond the physical site boundary. Mitigation measures or installation requirements shall be clearly identified within the scheme as shall control measures such as time clocks/light sensors or other control methods. Once approved, the agreed scheme shall be implemented in full prior to the commencement of use of that lighting and shall be retained as approved thereafter.

Reason: - In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site. In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 125 of the National Planning Policy Framework (March 2012); and Section 5 of the Environmental Protection Supplementary Planning Document (May 2013)

10. A 2.5 metre acoustic fence shall be erected around all sides of the site prior to first occupation of the site. The access gates shall also form part of the acoustic protection for the site. The ground floor level on which the 2.5 metre acoustic fence shall be based upon is the highest caravan wheel to ground height of any caravan situated on site. The southernmost acoustic fence – running along the New Cut Canal/Waste Amenity Site, may be omitted should the future occupiers deem this to be necessary. Eastern, Western and Northern edge acoustic fences shall however be required at all times.
Reason: To protect the amenity of future occupiers and also the amenity of any existing nearby residents in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

11. A scheme for highway improvement including removal of redundant footway crossings to the frontage of the site shall be submitted to and agreed in writing with the local planning authority. The scheme as approved shall be provided prior to first occupation and retained for use as such thereafter.

Reason: In the interests of highway and pedestrian safety, in order to ensure that the final details of the highway scheme/works are acceptable before work commences on site and to accord with Policy QE6 and of the Warrington Core Strategy.

12. A Construction Management Plan shall be submitted to and agreed in writing with the local planning authority prior to any investigation, enabling, demolition or temporary works on site. The Plan as approved shall be adhered to for all subsequent works. It shall consider as a minimum, but not be limited to, access and boundary treatments, controls and visibility splays, routing, loading and waiting of delivery vehicles, parking for employees and contractors.

Reason: In order to comply with Policy QE6 of the Warrington Core Strategy. A pre-commencement condition is needed so that all construction matters are properly controlled prior to commencement of all development including construction.

13. The access shall be constructed broadly as shown on the approved drawings and shall provide visibility splays of 2.4m by 43m and 2m by 2m (measured at back of footway). Nothing shall be built, planted or allowed to grow above 600mm within the visibility splays. No gates shall be placed within 5m of the back of footway in the interest of highway safety.

Reason: To ensure adequate visibility at the site and to comply with Policy QE6 of the Warrington Core Strategy.

14. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution and to comply with Policy QE6 of the Warrington Core Strategy and the NPPF.

15. Prior to the commencement of development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for
Sustainable Drainage Systems [March 2015] or any subsequent replacement bational standards and unless otherwise agreed in writing with the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed to accord with the NPPF, the NPPg and with Policy QE6 of the Warrington Core Strategy.

16. Prior to commencement of development (whichever is soonest) details of the implementation, maintenance and management of the sustainable urban drainage scheme have been submitted to the local planning authority for approval. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
   i) a timetable for its implementation, and
   ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.

Reason: In order to comply with the NPPF, Policy QE6 of the Warrington Core Strategy and the Warrington SPD: Design and Construction. A pre-commencement condition may be necessary as SUDS may have an impact on matters of layout.

17. The occupation of the site hereby permitted shall be carried on only by the following and their resident dependants: Mr Chadwick and his extended family.

When the land ceases to be occupied by those named in this condition the use hereby permitted shall cease and all caravans, structures, materials and equipment brought on to the land in connection with the use hereby approved, shall be removed within 2 months of cessation. Within 3 months of cessation the land shall be restored in accordance with a scheme previously submitted to and approved in writing by the local planning authority.

Reason: In the interests of visual amenity and to accord with Policies QE7 and SN3 of the Warrington Core Strategy and the National Planning Policy Framework.

18. No more than 10 caravan(s), as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (of which no more than 5 shall be a static caravan and 5 mobile homes] shall be stationed on the site at any time.
The residential use hereby permitted shall be restricted to the stationing of no more than 10 caravans, as defined in the Caravan
Sites and Control of Development Act 1960 and the Caravan Sites Act 1968, at any time (of which no more than 5 shall be a static caravan and 5 mobile homes).

There shall be no more than 5 pitches on the site and on each of the 5 pitches hereby approved no more than two caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968, shall be stationed at any time, of which only one caravan shall be a residential mobile home.

Any caravans positioned on the site shall be capable of being lawfully moved on the public highway, without division into separate parts.

Reason: In the interests of visual amenity and to accord with Policy QE7 of the Warrington Core Strategy.
Appendix 1 – Drawings

Site Location Plan

Site Layout
Appendix 2 – Photographs of Site

Internal View of the Site – Looking South towards Woolston New Cut

Internal View of the Site – Looking towards the Eastern Boundary.
Internal View of Site – Looking towards existing Access into the Site.
<table>
<thead>
<tr>
<th>Decision date</th>
<th>Application number</th>
<th>Location</th>
<th>Development description</th>
<th>Decision type</th>
</tr>
</thead>
<tbody>
<tr>
<td>18/06/2018</td>
<td>2018/32773</td>
<td>14, FIELD LANE, APPLETON, WARRINGTON, WA4 5JR</td>
<td>Householder - Proposed first floor bedroom extension over existing dining room to rear elevation with Juliet balcony, proposed bedroom with shower room over existing garage to side &amp; entrance porch to existing utility room.</td>
<td>Approved with Conditions</td>
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<tr>
<td>19/06/2018</td>
<td>2018/32671</td>
<td>THE LODGE, LUMB BROOK ROAD, APPLETON, WARRINGTON, WA4 3HH</td>
<td>Section 192 Certificate - Proposed provision of detached building in the garden to provide a leisure suite</td>
<td>Refused</td>
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<td>27/06/2018</td>
<td>2018/32757</td>
<td>WALTON HALL GARDENS, WALTON LEA ROAD, WALTON, WARRINGTON</td>
<td>Discharge of condition - Application for approval of details reserved by Condition 3 (Full Schedule of Works), Condition 4 (Precise areas of Brickwork and numbers of individual bricks to be replaced) and Condition 6 (Methods of fixings and samples of Tiles/Slates) following Planning Approval 2017/30791</td>
<td>Condition Discharged</td>
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<td>27/06/2018</td>
<td>2018/32738</td>
<td>WALTON HALL GARDENS, WALTON LEA ROAD, WALTON, WARRINGTON</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 3 (Full Schedule of Works), Condition 4 (Precise areas of Brickwork and numbers of individual bricks to be replaced) and Condition 5 (Methods of fixings and samples of Tiles/Slates) following Planning Approval 2017/30792 (Listed Building consent)</td>
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<td>28/06/2018</td>
<td>2018/32777</td>
<td>11, PARK CRESCENT, APPLETON, WARRINGTON, WA4 5JJ</td>
<td>Full Planning - Proposed single storey kitchen/family room extension to rear elevation.</td>
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<td>03/07/2018</td>
<td>2018/32845</td>
<td>20, GREENFIELDS AVENUE, APPLETON, WARRINGTON, WA4 3BW</td>
<td>Section 192 (Lawful Development Certificate) - Proposed single storey rear extension</td>
<td>Approved</td>
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<tr>
<td>03/07/2018</td>
<td>2018/32716</td>
<td>76, Hatfield Gardens, Appleton, Warrington, WA4 5QJ</td>
<td>Householder - Proposed Replacement of existing conservatory with flat roofed building incorporating a lantern light.</td>
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<td>03/07/2018</td>
<td>2018/32784</td>
<td>THE OAKS, ROWSWOOD COURTYARD, WARRINGTON ROAD, WALTON, WARRINGTON, WA4 5LN</td>
<td>Householder - Proposed single storey side extension.</td>
<td>Approved with Conditions</td>
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<td>05/07/2018</td>
<td>2018/32259</td>
<td>ROADSIDE FARM, LONDON ROAD, WARRINGTON, WA4 5PG</td>
<td>Full Planning - Proposed erection of three detached family dwellings, to include the demolition of a derelict barn within the site and partial demolition of roadside barn to achieve visibility splays to enhance site access.</td>
<td>Approved with Conditions</td>
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# Delegated Decisions

## Bewsey and Whitecross

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<tr>
<th>Decision date</th>
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<td>18/06/2018</td>
<td>2018/32606</td>
<td>Land behind the former Harrison Centre, Boulting Avenue, Warrington, WA5 0HG</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 5 (Landscaping Scheme); Condition 11 (Affordable Housing Statement); Condition 17 (Electrical Charging Points) and Condition 19 (Remediation and Verification) following Planning Approval 2016/29254.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
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<tr>
<td>19/06/2018</td>
<td>2018/32640</td>
<td>44-48 Garage, Winwick Street, Bewsey and Whitecross, Warrington, WA2 7TU</td>
<td>Full Planning - Retrospective planning for the change of use from sui generis to A1 retail</td>
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<tr>
<td>19/06/2018</td>
<td>2018/32715</td>
<td>26, FROGHALL LANE, BEWSEY AND WHITECROSS, WARRINGTON, WA2 7JR</td>
<td>Full Planning - Proposed conversion of house into two one bedroom flats (retrospective)</td>
<td>Approved with Conditions</td>
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<tr>
<td>20/06/2018</td>
<td>2018/32697</td>
<td>Land at Harrison Square, Boulting Avenue, Warrington, WA5 0HQ</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 16 (Remediation) following Planning Approval 2015/26262 (Full Planning (Major) relating to phase 1B which relates to plots 5 to 12 only.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32682</td>
<td>Land bounded by Kerfoot Street, Folly Lane &amp; Dallam Lane, Warrington, Cheshire, WA2 8NT</td>
<td>Variation of Conditions - Proposed Variation of Conditions 2 (Development in accordance with approved plans) to allow for a revised layout plan and Condition 3 (No more than 50 containers on site at any one time stacked at single height), to allow storage of an additional 21 units on previously approved application 2016/27970</td>
<td>Approved with Conditions</td>
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<tr>
<td>20/06/2018</td>
<td>2018/32710</td>
<td>Land at Chapleford bounded between, land West of Belvedere Drive and Detroit Close, South of Oklahoma Boulevard and Boston Boulevard, North of Sycamore Lane, (between Sycamore Lane and Patton Drive), Great Sankey, Warrington</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 3 (Foul &amp; Surface Water) &amp; 11 (Acoustic) following Planning Application 2017/30325</td>
<td>Condition Part Discharged/Part Not Discharged</td>
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<td>22/06/2018</td>
<td>2018/32213</td>
<td>27 and 29, Bold Street, Bewsey and Whitecross, WARRINGTON, WA1 1HQ</td>
<td>Discharge of Condition - Proposed Discharge of Conditions 4 (Noise) and 6 (New Door) on application 2014/24929</td>
<td>Condition Part Discharged/Part Not Discharged</td>
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## Bewsey and Whitecross

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<td>22/06/2018</td>
<td>2018/32820</td>
<td>65 Bridge Street and, and adjacent areas, including the rear courtyard (Lion Yard), Warrington</td>
<td>Discharge of condition application - Application to consider Condition 1 following previously approved application 2016/27637</td>
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<td>25/06/2018</td>
<td>2018/32809</td>
<td>ROSS AUTO AND ENGINEERING, ATHLONE ROAD, BEWSEY AND WHITECROSS, WARRINGTON, WA2 8JJ</td>
<td>Change of Use - Retrospective change of use to B2</td>
<td>Approved with Conditions</td>
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<tr>
<td>25/06/2018</td>
<td>2018/32533</td>
<td>Land adjacent to number 5 Summerfield Avenue, Bewsey And Whitecross, Warrington, WA5 0HN</td>
<td>Full Planning - Proposal for two new affordable houses for rent</td>
<td>Approved with Conditions</td>
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<tr>
<td>27/06/2018</td>
<td>2018/32821</td>
<td>65 Bridge Street and, and adjacent areas, including the rear courtyard (Lion Yard), Warrington</td>
<td>Discharge of Condition Application - Discharge of Condition 3 (Sample Panel) following previously approved application 2016/27636</td>
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<td>27/06/2018</td>
<td>2018/32309</td>
<td>Pinners Brow Retail Park, Pinners Brow, Bewsey and Whitecross, Warrington, WA2 7XA</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 5 (Landscaping), 11(Cycle Parking) 13(Height Restrictions at Entrance and Exit of Carpark) following Planning Approval 2017/31559</td>
<td>Condition Part Discharged/Part Not Discharged</td>
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<td>03/07/2018</td>
<td>2018/32843</td>
<td>311, LOVELY LANE, BEWSEY AND WHITECROSS, WARRINGTON, WA5 0AF</td>
<td>Householder - Proposed Single storey extension to rear to replace out building</td>
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<td>03/07/2018</td>
<td>2018/32811</td>
<td>Land within Warrington Town Centre bounded by, 51-73, Bridge Street, Academy Way and Bank Street Warrington</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 23 (External facing materials) following Planning Approval 2015/27183</td>
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<td>03/07/2018</td>
<td>2018/32783</td>
<td>30, HELMSLEY CLOSE, BEWSEY AND WHITECROSS, WARRINGTON, WA5 0GB</td>
<td>Householder - Proposed demolition of existing conservatory, construction of single storey rear extension and single storey side extension.</td>
<td>Approved with Conditions</td>
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<tr>
<td>05/07/2018</td>
<td>2018/32782</td>
<td>16, WINMARLEIGH STREET, BEWSEY AND WHITECROSS, WARRINGTON, WA1 1NB</td>
<td>Section 192 (Lawful Development Certificate) - Proposed change of use from 5 bed house to 5 one bedroom apartments incorporating internal alterations, rear door blocked up and new escape windows</td>
<td>Refused</td>
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<tr>
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<td>11, LOSTOCK AVENUE, BEWSEY AND WHITECROSS, WARRINGTON, WA5 0DD</td>
<td>Full Planning - Remodelling of existing dwelling to form two self contained apartment units,</td>
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<tr>
<td>20/06/2018</td>
<td>2018/32682</td>
<td>Land bounded by Kerfoot Street, Folly Lane &amp; Dallam Lane, Warrington, Cheshire, WA2 8NT</td>
<td>Variation of Conditions - Proposed Variation of Conditions 2 (Development in accordance with approved plans) to allow for a revised layout plan and Condition 3 (No more than 50 containers on site at any one time stacked at single height), to allow storage of an additional 21 units on previously approved application 2016/27970</td>
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<td>2018/32820</td>
<td>65 Bridge Street and, and adjacent areas, including the rear courtyard (Lion Yard), Warrington</td>
<td>Discharge of condition application - Application to consider Condition 1 following previously approved application 2016/27637</td>
<td>Condition Part Discharged</td>
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<td>26/06/2018</td>
<td>2018/32755</td>
<td>L A Bowl, 10-15, Chetham Court, Winwick Quay, Warrington, WA2 8RF</td>
<td>Advertisement- Application for Advert consent for 2 illuminated fascia signs and 2 menu cases</td>
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<tr>
<td>27/06/2018</td>
<td>2018/32821</td>
<td>65 Bridge Street and, and adjacent areas, including the rear courtyard (Lion Yard), Warrington</td>
<td>Discharge of Condition Application - Discharge of Condition 3 (Sample Panel) following previously approved application 2016/27636</td>
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<td>19/06/2018</td>
<td>2018/32679</td>
<td>Land on the corner of Dewhurst Road &amp; Benson Road, WARRINGTON, WA3 7PU</td>
<td>Advertisement - Proposed relocation of existing monolith sign and the erection of a free standing single sided digital advertisement display unit (6m wide x 3m high x 0.4m deep) and associated digital logo box (1.5m wide x 0.5m high)</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>26/06/2018</td>
<td>2018/32800</td>
<td>UNIT A4, BIRCHWOOD SHOPPING CENTRE, BENSON ROAD, BIRCHWOOD, WARRINGTON, WA3 7PG</td>
<td>Advertisement - Proposed 1 x fascia sign</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>28/06/2018</td>
<td>2018/32564</td>
<td>6, DANIEL CLOSE, BIRCHWOOD, WARRINGTON, WA3 6QL</td>
<td>Householder-Single storey side extension to form a new garage</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>28/06/2018</td>
<td>2018/32719</td>
<td>30, FALSTONE CLOSE, BIRCHWOOD, WARRINGTON, WA3 6SU</td>
<td>Householder - Proposed two storey side and single storey rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32840</td>
<td>24, RANGEMOOR CLOSE, BIRCHWOOD, WARRINGTON, WA3 6UB</td>
<td>Full Planning - Change of use of rear shed to be used as dog grooming business</td>
<td>Approved with Conditions</td>
</tr>
</tbody>
</table>
## Delegated Decisions

### Burtonwood and Winwick

<table>
<thead>
<tr>
<th>Decision date</th>
<th>Application number</th>
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<tbody>
<tr>
<td>19/06/2018</td>
<td>2017/31839</td>
<td>93, MERCER STREET, BURTONWOOD AND WESTBROOK, WARRINGTON, WA5 4JJ</td>
<td>Outline - Proposed Outline planning permission, with all matters reserved for a single detached dwelling</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32659</td>
<td>Land known as Greenheart, Near to Orion Boulevard, Omega South, WARRINGTON, WA5 7XQ</td>
<td>Discharge of condition - Proposed discharge of condition 5 (contaminated land) following planning permission 2017/31167</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32221</td>
<td>WOOD HEAD FARM, PARKSIDE ROAD, WINWICK, WARRINGTON, WA2 8SU</td>
<td>Full Planning - Proposed agricultural storage building</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>22/06/2018</td>
<td>2018/32646</td>
<td>Burtonwood Brewery Co Plc, Bold Lane, Burtonwood and Westbrook, Warrington, WA5 4PJ</td>
<td>Discharge of Condition - Application for details reserved by condition 2B (Reporting of unexpected contamination) following Planning Approval 2017/31325.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>27/06/2018</td>
<td>2018/32824</td>
<td>72, MYDDLETON LANE, WINWICK, WARRINGTON, WA2 8NG</td>
<td>Section 192 (Lawful Development Certificate) - Proposed single storey extension to the rear plus internal changes to existing property</td>
<td>Approved</td>
</tr>
<tr>
<td>27/06/2018</td>
<td>2018/32753</td>
<td>Land known as Greenheart, Near to Orion Boulevard, Omega South, Warrington, WA5 7XQ</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 7 (Full design details for the wetland features) following Planning Approval 2017/31167.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>29/06/2018</td>
<td>2018/32770</td>
<td>Land known as Greenheart, Near to Orion Boulevard, Omega South, Warrington, WA5 7XQ</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 11 (Detailed Landscaping Plan) following Planning Approval 2017/31167.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32088</td>
<td>Residential Zone 6 Phase 5 of Omega South, Zone 6 Phase 5, Omega South, Warrington</td>
<td>Discharge of Condition - Proposed Discharge of Conditions 25(acoustic mitigation measures for Zone 6) and 28(submission of road traffic noise information/mitigation) attached to planning permission 2015/26469.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
</tbody>
</table>
## Burtonwood and Winwick

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<thead>
<tr>
<th>Decision date</th>
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</thead>
<tbody>
<tr>
<td>03/07/2018</td>
<td>2018/32018</td>
<td>Zones 3-6, Omega South, Warrington, WA5 3TX</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 15 following Planning Approval 2015/26469 (phasing of highways works).</td>
<td>Condition Discharged</td>
</tr>
<tr>
<td>09/07/2018</td>
<td>2018/32997</td>
<td>10, WINWICK PARK AVENUE, WINWICK, WARRINGTON, WA2 8XA</td>
<td>42 Day Householder Prior Approval - Proposed single storey flat roof extension to extend beyond the rear wall by 7.037 metres, maximum height 3.67 metres and height at the eaves 3 Metres.</td>
<td>Prior Approval Not Required</td>
</tr>
</tbody>
</table>
## Chapelford and Old Hall

<table>
<thead>
<tr>
<th>Decision date</th>
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</thead>
<tbody>
<tr>
<td>20/06/2018</td>
<td>2018/32710</td>
<td>Land at Chapelford bounded between, land West of Belvedere Drive and Detroit Close, South of Oklahoma Boulevard and Boston Boulevard, North of Sycamore Lane, (between Sycamore Lane and Patton Drive), Great Sankey, Warrington</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 3 (Foul &amp; Surface Water) &amp; 11 (Acoustic) following Planning Application 2017/30325</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32584</td>
<td>ASDA, WESTBROOK CENTRE, BURTONWOOD AND WESTBROOK, WARRINGTON, WA5 8UQ</td>
<td>Variation of Condition (Major) - Variation of the approved plans on planning application 2016/28907 to alter the petrol filling station and road layout on the previously approved scheme for the reconfiguration and regeneration; demolition of existing offices including shop units below, modified car park &amp; access roads, construction of colleague training facility, construction of new retail (A1) &amp; commercial leisure (A2, A3 and D2), redevelopment of petrol filling station &amp; shop and related public realm/landscape improvements</td>
<td>Approved with Conditions</td>
</tr>
</tbody>
</table>
### Culcheth, Glazebury and Croft

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<tbody>
<tr>
<td>18/06/2018</td>
<td>2018/32586</td>
<td>1, RILSTON AVENUE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4PE</td>
<td>Section 192 Certificate - Proposed demolition of existing conservatory and construction of single storey rear extension</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>18/06/2018</td>
<td>2018/32920</td>
<td>33, LODGE DRIVE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4ES</td>
<td>Non-Material Amendment - Application for a non-material amendment to working amendments including internal layout changes, amendment to ground floor side window and first floor side windows, amendments to valley gutter following approval 2018/32078</td>
<td>Approved</td>
</tr>
<tr>
<td>19/06/2018</td>
<td>2018/32678</td>
<td>3, EMERALD DRIVE, CROFT, WARRINGTON, WA3 7AD</td>
<td>Lawful Development Certificate - Proposed single storey side extension</td>
<td>Approved</td>
</tr>
<tr>
<td>21/06/2018</td>
<td>2018/32849</td>
<td>11, EMERALD DRIVE, CROFT, WARRINGTON, WA3 7AD</td>
<td>42 Day Householder Prior Approval - Proposed single storey rear extension to extend beyond the rear wall by 5.0 metres, maximum height 3.5 metres and height to the eaves 3.0 metres.</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>21/06/2018</td>
<td>2018/32603</td>
<td>7, AVON ROAD, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 5DT</td>
<td>Householder - Proposed attached garage (roof design changed) to side with minor internal works. Re-submission of application 2017/31189.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>21/06/2018</td>
<td>2018/32730</td>
<td>1, COMMON LANE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4EH</td>
<td>Variation of Conditions - Proposed removal of Condition 3 (Opening hours) on application 2015/25920</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>22/06/2018</td>
<td>2018/32685</td>
<td>Land off Culcheth Hall Drive, Culcheth and Glazebury, Warrington, WA3 4PX</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 3 (Construction Management Plan); Condition 8 (Facing Materials); Condition 9 (Hard Landscaping); Condition 10 (Fences and Walls); Condition 11 (Ground Conditions); Condition 13 (Root Protection) and Condition 17 (Archaeology) reference Planning Application 2016/28535 and Appeal Reference APP/M0655/W/17/3174633.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
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## Delegated Decisions

### Culcheth, Glazebury and Croft

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<tbody>
<tr>
<td>25/06/2018</td>
<td>2018/32727</td>
<td>6, MAIN LANE, CROFT, WARRINGTON, WA3 4AZ</td>
<td>Householder - Proposed replacement of rear conservatory with single storey rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32823</td>
<td>88, PENDLE GARDENS, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4LU</td>
<td>Householder - Part two storey, part single storey extension to front and conversion of part of garage to games room</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32754</td>
<td>17, SUTTON AVENUE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4LN</td>
<td>Householder - Proposed single storey side and rear extension to existing bungalow.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>04/07/2018</td>
<td>2018/32966</td>
<td>2, CORONATION AVENUE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 5NB</td>
<td>42 Day Householder Prior Approval - Proposed single storey rear extension to extend beyond the rear wall by 4 metres, maximum height 2.9 metres and height at the eaves 2.7 metres.</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>05/07/2018</td>
<td>2018/32944</td>
<td>GLAZEBURY COMMUNITY SCOUT CENTRE, WARRINGTON ROAD, WARRINGTON, WA3 5LW</td>
<td>Advertisement - Proposed relocation of the Parish Council Notice Board</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>09/07/2018</td>
<td>2018/32506</td>
<td>3, WARRINGTON ROAD, WARRINGTON, WA3 5NN</td>
<td>Full Planning - Proposed Erection of new house to replace existing cottage.</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>09/07/2018</td>
<td>2018/32737</td>
<td>82, NEW LANE, CROFT, WARRINGTON, WA3 7JL</td>
<td>Householder - Proposed Two storey extension to front of dwelling (resubmission of 2017/31477)</td>
<td>Refused</td>
</tr>
</tbody>
</table>
### Culcheth, Glazebury and Croft

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<tr>
<td>21/06/2018</td>
<td>2018/32730</td>
<td>1, COMMON LANE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4EH</td>
<td>Variation of Conditions - Proposed removal of Condition 3 (Opening hours) on application 2015/25920</td>
<td>Approved with Conditions</td>
</tr>
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<tr>
<td>NULL</td>
<td>2018/32988</td>
<td>31, SCHOOL BROW, FAIRFIELD AND HOWLEY, WARRINGTON, WA1 2TA</td>
<td>Full Planning - Proposed redevelopment of the former Manx Arms site to provide one 5 bedroom House of Multiple Occupancy (HMO) and one 4 bedroom House of Multiple Occupancy (HMO) - sui generis</td>
<td></td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32703</td>
<td>93, WELLINGTON STREET, FAIRFIELD AND HOWLEY, WARRINGTON, WA1 2DA</td>
<td>Discharge of condition - Proposed discharge of condition 9 (Bin storage) on approved application 2017/30059</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>27/06/2018</td>
<td>2018/32653</td>
<td>131, CHURCH STREET, FAIRFIELD AND HOWLEY, WARRINGTON, WA1 2TL</td>
<td>Discharge of Conditions- 2(Listed Building &amp; Conservation Area), 6(Windows and Doors), 7(Panelling) following Planning Approval 2017/30718.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
</tbody>
</table>
## Delegated Decisions

### Grappenhall

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<tbody>
<tr>
<td>NULL</td>
<td>2018/32677</td>
<td>23, YORK DRIVE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2EJ</td>
<td>Householder - Proposed single storey kitchen/family room extension to rear and replacement detached garage</td>
<td></td>
</tr>
<tr>
<td>19/06/2018</td>
<td>2018/32810</td>
<td>12, MAIRESFIELD AVENUE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2QX</td>
<td>Householder - Proposed two storey side extension and replacement canopy front porch and erection of pitched roof to rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>21/06/2018</td>
<td>2018/32655</td>
<td>84B, ACKERS ROAD, STOCKTON HEATH, WARRINGTON, WA4 2EA</td>
<td>Discharge of Conditions - Proposed discharge of condition 3 (Tree report) following Planning Approval 2017/31346</td>
<td>Condition Discharged</td>
</tr>
<tr>
<td>22/06/2018</td>
<td>2017/31615</td>
<td>TAN HOUSE COTTAGE, BARLEYCASTLE LANE, APPLETON, WARRINGTON, WA4 4RF</td>
<td>Listed Building - Proposed installation of replacement windows to compliment the existing design of current windows in accordance with highwaysengland noise insulation scheme and the fitting of a ventilation system into loft space</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>22/06/2018</td>
<td>2017/31619</td>
<td>TAN HOUSE BARN, BARLEYCASTLE LANE, APPLETON, WARRINGTON, WA4 4RF</td>
<td>Listed Building - Application for listed building consent for proposed installation of replacement windows and patio doors and the fit of ventilation system into the loft space</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>25/06/2018</td>
<td>2018/32827</td>
<td>1, BROAD LANE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 3ER</td>
<td>TPO - Works to trees on conservation area consent T1- Elder located on footpath side of fence- Fell to prevent future damage to fence and to remove obstruction from footpath T2-Ash located on footpath of fence- Fell to prevent further damage to fence</td>
<td>Approved</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32842</td>
<td>40, SHADEWOOD CRESCENT, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2SN</td>
<td>Full Planning - Erection of single storey side extension and garage conversion.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32794</td>
<td>84B, ACKERS ROAD, STOCKTON HEATH, WARRINGTON, WA4 2EA</td>
<td>TPO Application seeking permission to works on -T1 Elm (50% of crown dead with deadwood over highway) &amp; Felling of Dutch Elm, tree in severe decline with disease</td>
<td>Approved</td>
</tr>
</tbody>
</table>
# Grappenhall

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<tr>
<td>03/07/2018</td>
<td>2018/32634</td>
<td>THE BEECHES, CANAL SIDE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 3EX</td>
<td>Householder - Retrospective application for approval of garden gazebo, new boundary wall with proposed timber car port to front elevation</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32652</td>
<td>SYCAMORE COTTAGE, PEPPER STREET, APPLETON, WARRINGTON, WA4 4RU</td>
<td>Householder - Proposed two storey Side and Rear extensions with front Dormer</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32917</td>
<td>15, VICTORIA AVENUE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2PD</td>
<td>Householder - Proposed single storey extension to side</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>04/07/2018</td>
<td>2018/32838</td>
<td>70, ALBERT ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2PG</td>
<td>Section 192 (Lawful Development Certificate) - Proposed single storey bike/tool store, WC and study extension to side elevation.</td>
<td>Approved</td>
</tr>
<tr>
<td>05/07/2018</td>
<td>2018/32707</td>
<td>HEATHFIELD RESIDENTIAL HOME, ALEXANDRA ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2EL</td>
<td>Full Planning - Proposed Erection of traditional estate fencing on top of existing sandstone wall</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>09/07/2018</td>
<td>2018/32850</td>
<td>LYNDHOLM, GRAPPENHALL LANE, APPLETON, WARRINGTON, WA4 4QX</td>
<td>Householder - Proposed Single storey rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
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<tr>
<td>18/06/2018</td>
<td>2018/32561</td>
<td>100, THELWALL NEW ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2HY</td>
<td>Householder - Proposed removal of existing perimeter fence to garden of the property and replacement with new perimeter wall of increased height and installation of shed within the garden boundary.</td>
<td>Refused</td>
</tr>
<tr>
<td>04/07/2018</td>
<td>2018/32838</td>
<td>70, ALBERT ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2PG</td>
<td>Section 192 (Lawful Development Certificate) - Proposed single storey bike/tool store, WC and study extension to side elevation.</td>
<td>Approved</td>
</tr>
<tr>
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<tr>
<td>19/06/2018</td>
<td>2018/32286</td>
<td>Land adjacent to Omega Boulevard, Omega South, Burtonwood and Westbrook, Warrington, WA5 7XQ</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 4 (Construction Environmental Management Plan (CEMP)) following Planning Approval 2017/31105.</td>
<td>Condition Discharged</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32235</td>
<td>Land on and adjacent to Skyline Drive, Zone 7, WARRINGTON, Omega South, WA5 7XQ</td>
<td>Full Planning - Proposed construction of an additional junction arm off the previously consented roundabout - Planning Ref. 2017/31212</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32659</td>
<td>Land known as Greenheart, Near to Orion Boulevard, Omega South, WARRINGTON, WA5 7XQ</td>
<td>Discharge of condition - Proposed discharge of condition 5 (contaminated land) following planning permission 2017/31167</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32133</td>
<td>Site now known as Primrose Meadow, Site of the Former Dawson House, Liverpool Road, Great Sankey, Warrington, WA5 3LW</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 12 (Surface Water Drainage) following Planning Approval 2011/18949).</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>21/06/2018</td>
<td>2018/32620</td>
<td>58, MOSSDALE CLOSE, GREAT SANKEY, WARRINGTON, WA5 3RY</td>
<td>Householder - Proposed single storey extension to rear of house. First floor extension over garage to enlarge bedroom &amp; new front door canopy.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>21/06/2018</td>
<td>2018/32856</td>
<td>2, SANDERSON CLOSE, GREAT SANKEY, WARRINGTON, WA5 3LN</td>
<td>42 Day Householder Prior Approval - Proposed single storey rear extension to extend beyond the rear wall by 5.19 metres, maximum height 3.5 metres and height to the eaves 2.1 metres.</td>
<td>Refused</td>
</tr>
<tr>
<td>22/06/2018</td>
<td>2017/31391</td>
<td>Site now known as Primrose Meadow, Site of the former Dawson House, Liverpool Road, Great Sankey, WARRINGTON, WA5 3LW</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 2 (Written and photogenic details/samples of external roofing and facing materials); Condition 8 (Details of the pumping station); Condition 14 (Ventilation system); Condition 16 (Planting details) and Condition 19 (Play equipment) following Planning Approval 2016/29329.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
</tbody>
</table>
## Great Sankey North and Whittle Hall

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<tr>
<td>27/06/2018</td>
<td>2017/31392</td>
<td>Site now known as Primrose Meadow, Site of the former Dawson House, Liverpool Road, Great Sankey, WARRINGTON, WA5 3LW</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 8 (Materials on external surfaces); Condition 9 (Landscape Planting) and Condition 18 (Scheme for insulating from noise sources) following Planning Approval 2011/18949.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>27/06/2018</td>
<td>2018/32134</td>
<td>Site now known as Primrose Meadow, Site of the former Dawson House, Liverpool Road, Great Sankey, Warrington, WA5 3LW</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 5 (Preliminary Drainage and Levels Layout); Condition 7 (Attenuation Pond Design and timing of the works); Condition 10 (Travel Plan) and Condition 18 (Future management and maintenance for the lifetime of the development) following Planning Approval 2016/29329.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>27/06/2018</td>
<td>2018/32753</td>
<td>Land known as Greenheart, Near to Orion Boulevard, Omega South, Warrington, WA5 7XQ</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 7 (Full design details for the wetland features) following Planning Approval 2017/31167.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>29/06/2018</td>
<td>2018/32770</td>
<td>Land known as Greenheart, Near to Orion Boulevard, Omega South, Warrington, WA5 7XQ</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 11 (Detailed Landscaping Plan) following Planning Approval 2017/31167.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32018</td>
<td>Zones 3-6, Omega South, Warrington, WA5 3TX</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 15 following Planning Approval 2015/26469 (phasing of highways works).</td>
<td>Condition Discharged</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32088</td>
<td>Residential Zone 6 Phase 5 of Omega South, Zone 6 Phase 5, Omega South, Warrington</td>
<td>Discharge of Condition - Proposed Discharge of Conditions 25(acoustic mitigation measures for Zone 6) and 28(submission of road traffic noise information/mitigation) attached to planning permission 2015/26469.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32566</td>
<td>9, AIREDALE CLOSE, GREAT SANKEY, WARRINGTON, WA5 3DJ</td>
<td>Householder - Proposed two storey side and single storey rear extension.</td>
<td>Refused</td>
</tr>
</tbody>
</table>
Great Sankey North and Whittle Hall

<table>
<thead>
<tr>
<th>Decision date</th>
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<tbody>
<tr>
<td>04/07/2018</td>
<td>2018/32124</td>
<td>Land within part Phases 3b and 5 (Zone 6), at Omega South, Bounded by Omega Boulevard, Warrington</td>
<td>Reserved Matters (Major) - Proposed development of 86 dwellings with associated works (details of appearance, landscaping, layout and scale pursuant to Outline permission 2015/26469)</td>
<td>Approved with Conditions</td>
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### Great Sankey South

<table>
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<tr>
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<tbody>
<tr>
<td>18/06/2018</td>
<td>2018/32578</td>
<td>18, LINDSWORTH CLOSE, GREAT SANKEY, WARRINGTON, WA5 1TT</td>
<td>Householder - Proposed single storey extension to rear of property to form level access shower room and bedroom.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32710</td>
<td>Land at Chapleford bounded between, land West of Belvedere Drive and Detroit Close, South of Oaklahoma Boulevard and Boston Boulevard, North of Sycamore Lane, (between Sycamore Lane and Patton Drive), Great Sankey, Warrington</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 3 (Foul &amp; Surface Water) &amp; 11 (Acoustic) following Planning Application 2017/30325</td>
<td>Condition Part Discharged/Part Not Discharged</td>
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<tr>
<td>25/06/2018</td>
<td>2018/32706</td>
<td>113, Worsborough Avenue, Great Sankey, Warrington, WA5 1UZ</td>
<td>Householder - Proposed single storey side and rear extension, Extension to be linked to the existing garage with its roof extended to meet the new proposed extension. Garage to be converted to create a further bedroom.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32717</td>
<td>28, VICTORIA ROAD, GREAT SANKEY, WARRINGTON, WA5 2ST</td>
<td>Householder - Proposed Single storey porch extension to front elevation. Single storey extension to rear elevation. Two storey extension to side elevation with balcony</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
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<tr>
<td>09/07/2018</td>
<td>2018/32877</td>
<td>231, THELWALL LANE, WARRINGTON, WA4 1NF</td>
<td>Discharge of condition - Proposed discharge of conditions 5 (Land Contamination 2) on approved application 2016/28031</td>
<td>Condition Discharged</td>
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### Latchford West

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<tr>
<td>18/06/2018</td>
<td>2018/32492</td>
<td>106, LOUSHERS LANE, LATCHFORD, WARRINGTON, WA4 2RD</td>
<td>Householder - Proposed Single Storey rear extension and front porch</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32174</td>
<td>1 Quayside, Greenalls Avenue, Latchford, WARRINGTON, WA4 6HL</td>
<td>Discharge of Condition- Proposed discharge of conditions 1(Full Planning Permission), 2(Approved Plans and Documents), 3(Noise Condition: Externally Located Plant or Equipment) and 4(Food Premise Equipment Scheme) on application 2017/31509</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>22/06/2018</td>
<td>2018/32371</td>
<td>COLAS, LOUSHERS LANE, LATCHFORD, WARRINGTON, WA4 6RZ</td>
<td>Full Planning - Proposed single storey modular building consisting of two units</td>
<td>Approved with Conditions</td>
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## Lymm North and Thelwall

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<tbody>
<tr>
<td>18/06/2018</td>
<td>2018/32561</td>
<td>100, THELWALL NEW ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2HY</td>
<td>Householder - Proposed removal of existing perimeter fence to garden of the property and replacement with new perimeter wall of increased height and Installation of shed within the garden boundary.</td>
<td>Refused</td>
</tr>
<tr>
<td>19/06/2018</td>
<td>2018/32227</td>
<td>46, BARSBANK LANE, LYMM, WARRINGTON, WA13 9NF</td>
<td>Discharge of Condition - Application for details reserved by Condition 6 (Contamination - 2014/24961); Condition 9 (Car Parking Spaces - 2014/24961)</td>
<td>Condition Discharged</td>
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<tr>
<td>19/06/2018</td>
<td>2018/32866</td>
<td>19, SANDY LANE, LYMM, WARRINGTON, WA13 9HJ</td>
<td>Discharge of conditions - Proposed discharge of condition 4 (Method statement) on approved application on approved application 2017/31812</td>
<td>Condition Discharged</td>
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<tr>
<td>19/06/2018</td>
<td>2018/32290</td>
<td>46, BARSBANK LANE, LYMM, WARRINGTON, WA13 9NF</td>
<td>Discharge of Condition - Application for details reserved by Condition 3 (Landscaping Scheme) following Planning Ref 2016/27495.</td>
<td>Condition Discharged</td>
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<tr>
<td>25/06/2018</td>
<td>2018/32627</td>
<td>103, Chaise Meadow, Lymm, Warrington, WA13 9NX</td>
<td>Householder - Proposed erection of single storey rear and side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>25/06/2018</td>
<td>2018/32675</td>
<td>Deveraux Cycles, 1, Birchbrook Road, Lymm, WARRINGTON, WA13 9RR</td>
<td>Full Planning - Existing cycle retail shop to be partially demolished and new upper storey erected whilst retaining existing lower ground floor.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>26/06/2018</td>
<td>2018/32786</td>
<td>4, ST PETERS CLOSE, LYMM, WA13 9QB</td>
<td>Householder - Proposed replacement of existing conservatory with larger conservatory</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>26/06/2018</td>
<td>2018/32903</td>
<td>45, SPRINGFIELD AVENUE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2NN</td>
<td>Householder Prior Approval -Proposed Single Storey Rear Extension measuring 6 metres from the rear wall, maximum height of the extension to be 3.9 metres and height of the eaves to be 2.9 metres</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>27/06/2018</td>
<td>2018/32798</td>
<td>46, WHITESANDS ROAD, LYMM, WARRINGTON, WA13 9LF</td>
<td>Householder - Proposed variation to permission ref 2017/30579 to change the garage into a playroom</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/06/2018</td>
<td>2018/32741</td>
<td>107, BUCKLOW GARDENS, LYMM, WARRINGTON, WA13 9RN</td>
<td>Householder - Proposed single storey store to side elevation</td>
<td>Approved with Conditions</td>
</tr>
<tr>
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<tr>
<td>27/06/2018</td>
<td>2018/32658</td>
<td>10, RICHMOND DRIVE, LYMM, WARRINGTON, WA13 9HE</td>
<td>Householder-Proposed single storey rear extension in place of existing conservatory, external alterations to front elevation - Re-submission of 2018/32188</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>28/06/2018</td>
<td>2018/32695</td>
<td>7, LONGCROFT PLACE, LYMM, WARRINGTON, WA13 9UD</td>
<td>Householder - Retrospective consent for -Existing wooden summerhouse erected at the rear of property. 3metres x 3metres (9sqm in total) total height 2.5metres. Timber frame and structure. Shed shingle felt roof.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>28/06/2018</td>
<td>2018/32769</td>
<td>33, WOODLANDS DRIVE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2JL</td>
<td>Householder - Proposed first floor extension over existing garage/ kitchen, conversion of garage into store/ dining including 2 storey extension to form new entrance/ stairs. Extend drive to provide 2 parking spaces.</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32752</td>
<td>9, ASHCROFT ROAD, LYMM, WARRINGTON, WA13 9HX</td>
<td>Householder - Proposed single storey lean to extension to the rear of dwelling with partial removal of existing situ concrete roof and building</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>05/07/2018</td>
<td>2018/32987</td>
<td>222, RUSHGREEN ROAD, LYMM, WARRINGTON, WA13 9RD</td>
<td>Discharge of Condition - Proposed discharge of Conditions 8 (Contaminted Land) &amp; 14 (Pedestrian Crossing Scheme) following previously approved application 2015/26780</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>09/07/2018</td>
<td>2018/32873</td>
<td>7, BIRCHFIELD ROAD, LYMM, WARRINGTON, WA13 9HL</td>
<td>Householder - Proposed single storey rear and side rear extension</td>
<td>Approved with Conditions</td>
</tr>
</tbody>
</table>
### Lymm South

<table>
<thead>
<tr>
<th>Decision date</th>
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<th>Decision type</th>
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</thead>
<tbody>
<tr>
<td>19/06/2018</td>
<td>2018/32750</td>
<td>144, CHERRY LANE, LYMM, WARRINGTON, WA13 0SY</td>
<td>Section 192 (Lawful Development Certificate) - Proposed demolition of existing garage and outbuildings and construction of new garage and garden room.</td>
<td>Approved</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32525</td>
<td>The Crescent, Lymm, Warrington, WA13 0JY</td>
<td>Full Planning - Proposed alterations to grassed area and existing carriageway, to increase resident parking provision</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>21/06/2018</td>
<td>2018/32481</td>
<td>12, HIGHER LANE, LYMM, WARRINGTON, WA13 0AP</td>
<td>Householder - Proposed First floor rear extension</td>
<td>Refused</td>
</tr>
<tr>
<td>28/06/2018</td>
<td>2018/32559</td>
<td>2, HIGHER LANE, LYMM, WARRINGTON, WA13 0AP</td>
<td>Householder - Proposed removal of existing rear garage and car port with provision of improved parking to the front of the dwelling house, addition of two storey rear extension and associated alterations.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>28/06/2018</td>
<td>2018/32803</td>
<td>61, HIGHFIELD ROAD, LYMM, WARRINGTON, WA13 0DT</td>
<td>Householder - Proposed first floor side extension, loft conversion and associated new dormer.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>28/06/2018</td>
<td>2018/32713</td>
<td>10, BROOKFIELD ROAD, LYMM, WARRINGTON, WA13 0QJ</td>
<td>TPO Conservation Area Consent - Application for proposed felling of Horse Chestnut tree</td>
<td>Approved</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32802</td>
<td>COTEBROOK HOUSE, OUGHTRINGTON LANE, LYMM, WARRINGTON, WA13 0QY</td>
<td>Variation of Conditions - Application to vary Condition 2 to remove the side windows to the utility room to plots 1, 4 and 5 and to alter plot 6 by extending the timber panelling, alterations to windows window sizes, an additional window to a first floor en-suite and additional brick detailing to the south gable. Amendments are also proposed to the landscaping following Planning Approval 2018/32802 and it is proposed to amend the conditions to take into account elements that have been discharged.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32714</td>
<td>19, ELM TREE ROAD, LYMM, WARRINGTON, WA13 0ND</td>
<td>Householder - Proposed single storey rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
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<tr>
<td>18/06/2018</td>
<td>2018/32728</td>
<td>378A, LIVERPOOL ROAD, GREAT SANKEY, WARRINGTON, WA5 1RU</td>
<td>Discharge of condition - Proposed discharge of condition 2 (Noise management plan) on approved application 2017/31415</td>
<td>Condition Discharged</td>
</tr>
<tr>
<td>19/06/2018</td>
<td>2018/32839</td>
<td>20, FRIENDS LANE, PENKETH, WARRINGTON, WA5 3JU</td>
<td>42 Day Householder Prior Approval - Proposed single storey rear extension with rear facing windows and side facing skylights.</td>
<td>Prior Approval is Given</td>
</tr>
<tr>
<td>20/06/2018</td>
<td>2018/32663</td>
<td>1, ARLINGTON DRIVE, PENKETH, WARRINGTON, WA5 2QG</td>
<td>Householder - Proposed Single storey wrap around side and rear extension, new windows throughout, plus widened driveway allowing double fronted parking</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>25/06/2018</td>
<td>2018/32736</td>
<td>UNIT 5A, &amp; UNIT 5B, RIVERSIDE TRADING ESTATE, FIDDLERS FERRY, PENKETH, WARRINGTON, WA5 2UL</td>
<td>Class PA Prior Approval - Proposed conversion of Units 5A and 5B Class B1(c) to Use Class C3 residential.</td>
<td>Prior Approval is Given with Conditions</td>
</tr>
<tr>
<td>25/06/2018</td>
<td>2018/32739</td>
<td>UNIT 5C, RIVERSIDE TRADING ESTATE, FIDDLERS FERRY, PENKETH, WARRINGTON, WA5 2UL</td>
<td>Class PA Prior Approval - Proposed conversion of Unit 5C Class B1 (c) to Use Class C3 Residential Units.</td>
<td>Prior Approval is Given with Conditions</td>
</tr>
<tr>
<td>25/06/2018</td>
<td>2018/32740</td>
<td>UNIT 7A, &amp; 8, RIVERSIDE TRADING ESTATE, FIDDLERS FERRY, PENKETH, WARRINGTON, WA5 2UL</td>
<td>Class PA Prior Approval - Proposed conversion of Units 7A &amp; 8 Class B1(c) to Use Class C3 Residential Units.</td>
<td>Prior Approval is Given with Conditions</td>
</tr>
<tr>
<td>25/06/2018</td>
<td>2018/32742</td>
<td>UNIT 7B, RIVERSIDE TRADING ESTATE, FIDDLERS FERRY, PENKETH, WARRINGTON, WA5 2UL</td>
<td>Class PA Prior Approval - Proposed conversion of Unit 7B class B1 (c) to Use Class C3 Residential Units.</td>
<td>Prior Approval is Given with Conditions</td>
</tr>
<tr>
<td>26/06/2018</td>
<td>2018/32583</td>
<td>7, EAST AVENUE, GREAT SANKEY, WARRINGTON, WA5 2TF</td>
<td>Full Planning Proposed Change of use from domestic Garage to Nail salon.</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32780</td>
<td>48, MEETING LANE, PENKETH, WARRINGTON, WA5 2RA</td>
<td>Householder - Proposed playroom, WC, TV/lounge and dining room, single storey.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>09/07/2018</td>
<td>2018/32726</td>
<td>7, BIRKDALE ROAD, PENKETH, WARRINGTON, WA5 2DJ</td>
<td>Householder - Proposed two storey side and rear extension with single storey rear extension and front porch and demolition of existing garage.</td>
<td>Approved with Conditions</td>
</tr>
</tbody>
</table>
### Poplars and Hulme

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<tr>
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<tbody>
<tr>
<td>26/06/2018</td>
<td>2018/32755</td>
<td>L A Bowl, 10-15, Chetham Court, Winwick Quay, Warrington, WA2 8RF</td>
<td>Advertisement- Application for Advert consent for 2 illuminated fascia signs and 2 menu cases</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>26/06/2018</td>
<td>2018/32893</td>
<td>436, POPLARS AVENUE, POPLARS AND HULME, WARRINGTON, WA2 9UJ</td>
<td>42 Day Householder Prior Approval - Proposed single storey rear extension to extend beyond the rear wall by 4 metres, maximum height of 3.4 metres and height at the eaves 2.35 metres.</td>
<td>Prior Approval Not Required</td>
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## Poplars and Hulme. DO NOT USE

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<tr>
<td>26/06/2018</td>
<td>2018/32755</td>
<td>L A Bowl, 10-15, Chetham Court, Winwick Quay, Warrington, WA2 8RF</td>
<td>Advertisement- Application for Advert consent for 2 illuminated fascia signs and 2 menu cases</td>
<td>Approved with Conditions</td>
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### Poulton North

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<tbody>
<tr>
<td>20/06/2018</td>
<td>2018/32112</td>
<td>8, WESTBURY CLOSE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA1 4JU</td>
<td>Lawful development certificate for a proposed single storey rear extension</td>
<td>Approved</td>
</tr>
<tr>
<td>21/06/2018</td>
<td>2018/32872</td>
<td>60, ANDERSON CLOSE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA2 0PQ</td>
<td>42 Day Householder Prior Approval - Proposed single storey rear extension to extend beyond the rear wall by 4 metres, maximum height 3.6 metres and height to the eaves 2.6 metres.</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>27/06/2018</td>
<td>2018/32745</td>
<td>STATION GOODS YARD, GREEN LANE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA1 4JR</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 5B (Remediation Strategy) following Planning Approval 2016/29398.</td>
<td>Condition Not Discharged</td>
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<td>19/06/2018</td>
<td>2018/32205</td>
<td>20, CONSTABLE SQUARE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA1 3GP</td>
<td>Full Planning - Retrospective use of existing double attached garage as a gym, with external alterations and extended parking area</td>
<td>Approved with Conditions</td>
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## Rixton and Woolston

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<tr>
<td>18/06/2018</td>
<td>2018/32702</td>
<td>17, HILLOCK LANE, WOOLSTON, WARRINGTON, WA1 4NF</td>
<td>Householder - Proposed Single Storey ground floor rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>19/06/2018</td>
<td>2018/32541</td>
<td>LAND ADJACENT TO CRYSTAL RUBBER, 22, KINGSLAND GRANGE, WOOLSTON, WARRINGTON, WA1 4RW</td>
<td>Discharge of Condition - Proposed Discharge of Conditions 4 (Detailed scheme for the management of construction activity) and 7 (Details indicating the proposed use of the land to be enclosed) following Planning Approval 2017/31187.</td>
<td>Condition Discharged</td>
</tr>
<tr>
<td>04/07/2018</td>
<td>2018/32759</td>
<td>26, BERKSHIRE DRIVE, WOOLSTON, WARRINGTON, WA1 4EX</td>
<td>Lawful Development Certificate-Single Storey side Extension</td>
<td>Approved</td>
</tr>
</tbody>
</table>
## Delegated Decisions

### Stockton Heath

<table>
<thead>
<tr>
<th>Decision date</th>
<th>Application number</th>
<th>Location</th>
<th>Development description</th>
<th>Decision type</th>
</tr>
</thead>
<tbody>
<tr>
<td>NULL</td>
<td>2018/32401</td>
<td>59, WEST AVENUE, WARRINGTON, WA4 6HX</td>
<td>Householder - Proposed single storey rear extension, two storey side and rear extensions and dropped kerb for additional car parking to front</td>
<td><img src="image" alt="Decision Image" /></td>
</tr>
<tr>
<td>18/06/2018</td>
<td>2018/32705</td>
<td>102, WALTON ROAD, WARRINGTON, WA4 6NP</td>
<td>Householder - Proposed demolition of existing conservatory and construction of new single storey side/rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>21/06/2018</td>
<td>2018/32733</td>
<td>Unit 1 and 2 Victoria Square, 8, Grappenhall Road, Stockton Heath, Warrington, WA4 6LG</td>
<td>Discharge of condition - Proposed discharge of condition 2 (Amended plan) on approved application 2018/31985</td>
<td>Condition Discharged</td>
</tr>
<tr>
<td>22/06/2018</td>
<td>2018/32392</td>
<td>109, LONDON ROAD, WARRINGTON, WA4 6LG</td>
<td>Full Planning - Proposed external alterations and modifications to existing external seating area.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>22/06/2018</td>
<td>2018/32394</td>
<td>109, LONDON ROAD, WARRINGTON, WA4 6LG</td>
<td>Advertisement - Proposed 2 x Fascia Signs, 1 x Projecting Sign and 2 x Menu Box</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>25/06/2018</td>
<td>2018/32676</td>
<td>101, WALTON ROAD, WARRINGTON, WA4 6NR</td>
<td>Householder - Proposed single storey dining room extension to rear elevation of existing garden room. (Note - Garage to be converted into new dwelling under already implemented planning approval 2015/25898)</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>02/07/2018</td>
<td>2018/32565</td>
<td>12, BROOKWOOD CLOSE, WALTON, WARRINGTON, WA4 6NY</td>
<td>Householder - Proposed single storey side and rear extension.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>04/07/2018</td>
<td>2018/32157</td>
<td>168, LONDON ROAD, WARRINGTON, WA4 5BH</td>
<td>Discharge of Condition - Proposed Discharge of Conditions 3 (Construction Method Statement), Condition 4 (Materials), Condition 5 (Landscaping Scheme), 6 (Landscaping) &amp; 7 (Means of access &amp; car parking) on application 2016/28947</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>04/07/2018</td>
<td>2018/32692</td>
<td>54, KINGSLEY DRIVE, APPLETON, WARRINGTON, WA4 5AF</td>
<td>Householder - Proposed two storey rear extension.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<td>Development description</td>
<td>Decision type</td>
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<tr>
<td>05/07/2018</td>
<td>2018/32834</td>
<td>7, OSBORNE ROAD, WALTON, WARRINGTON, WA4 6JD</td>
<td>Houesholder - Proposed single storey kitchen/family room and bike/tool store extension to side and rear elevations</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
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<tr>
<td>26/06/2018</td>
<td>2018/32781</td>
<td>HARVESTER, HARVESTER APOLLO, APOLLO PARK, BURTONWOOD AND WESTBROOK, WARRINGTON, WA5 7YA</td>
<td>Approved with Conditions</td>
<td></td>
</tr>
<tr>
<td>03/07/2018</td>
<td>2018/32584</td>
<td>ASDA, WESTBROOK CENTRE, BURTONWOOD AND WESTBROOK, WARRINGTON, WA5 8UQ</td>
<td>Approved with Conditions</td>
<td></td>
</tr>
</tbody>
</table>

- **Advertisement - Retrospective consent sought for retention of illuminated and non-illuminated signs**
- **Variation of Condition (Major) - Variation of the approved plans on planning application 2016/28907 to alter the petrol filling station and road layout on the previously approved scheme for the reconfiguration and regeneration; demolition of existing offices including shop units below, modified car park & access roads, construction of colleague training facility, construction of new retail (A1) & commercial leisure (A2, A3 and D2), redevelopment of petrol filling station & shop and related public realm/landscape improvements**