28 July 2015

Development Management Committee

Wednesday, 5 August 2015 at 6.30pm

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.

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 15 July 2015 as a correct record.

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

   Report of the Executive Director Economic Regeneration, Growth and Environment

5. **Planning Application and Appeal Performance for 2015/16 – Quarter 1**


**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

*If you would like this information provided in another language or format, including large print, Braille, audio or British Sign Language, please call 01925 443322 or ask at the reception desk in Contact Warrington, Horsemarket Street, Warrington.*
DEVELOPMENT MANAGEMENT COMMITTEE

15 July 2015

Present: Councillor T McCarthy (Chairman)
Councillors B Axcell (Substituted for J Wheeler), P Carey, A Heaver, D Keane, L Morgan, L Murphy, F Rashid, J Richards, S Wright, S Woodyatt

DM8 Apologies for Absence

Apologies for absence were received from Councillors Barr and Wheeler (Substitute B Axcell)

DM9 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>Councillor B Barr</td>
<td>DM12</td>
<td>Councillor Axcell was the ward member for the area.</td>
<td>Councillor Axcell would abstain from voting on the decision.</td>
</tr>
<tr>
<td>Councillor D Keane</td>
<td>DM14</td>
<td>Councillor Keane had previously spoken against the application as the ward member.</td>
<td>Councillor Keane would remove himself from the meeting and speak as the ward member for the item.</td>
</tr>
</tbody>
</table>

DM10 Minutes

Resolved,

That the minutes of the meeting held on 14 May 2015 were agreed as a correct record and signed by the Chairman.

DM11 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.
DM12 2015/25675 – HMYOI Thorn Cross, Arley Road, Appleton, Warrington, WA4 4RL

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

The members visited the site on 10 July 2015.

Members considered the information set out in the update report.

Resolved,

That the application 2015/25675 be deferred to allow a highway survey to be undertaken in respect of potential road marking and signs in front of the school frontage on Arley Road opposite the application site.

DM13 2015/25524 – Unit H1, Taylor Business Park, Taylor Industrial Park, Croft, Warrington, WA3 6BL

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

The members visited the site on 10 July 2015.

Members considered the information set out in the update report.

Representations were heard in support and against the recommendations of the Officer.

Resolved,

That the application 2015/25524 be approved as recommended, subject to the amended and additional conditions in the update report along with an additional condition regarding the provision of a close boarded fence to the outdoor area.

DM14 2015/25601 – Land at 42 Chapel Road, Penketh, Warrington, WA5 2NP

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

The members visited the site on 10 July 2015.

Members considered the information set out in the update report.
Representations were heard in support and against the recommendations of the Officer.

Resolved,

That the application 2015/25601 be deferred for the applicant to provide street scene elevation in order for Members to consider further height, scale and size of the proposed dwelling in relation to site boundaries and neighbouring properties.

DM15 2015/25901 – Land at rear of 65 & 67 Wellfield Road, Culcheth, Warrington, WA3 4BT

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

Members considered the information set out in the update report.

Resolved,

That the application 2015/25901 be approved subject to conditions in accordance with the recommendations.

DM16 2015/25917 – Glazebury CE Aided Primary School, Warrington Road, Warrington, WA3 5LZ

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

Resolved,

That the application 2015/25917 be approved subject to conditions in accordance with the recommendations.

DM17 Results of Appeals

Members were presented with a report of the Executive Director of Economic Regeneration, Growth and Environment that set out the result of recent appeals along with the Inspector’s findings and the Executive Director’s subsequent comment:

<table>
<thead>
<tr>
<th>Application Appeal Reference</th>
<th>Location and Description</th>
<th>Committee / Delegated Decision</th>
<th>Appeal Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>APP/M0655/Z/15/3005071</td>
<td>Winmarleigh House, Winmarleigh Street, Warrington, WA1 1NB</td>
<td>Refused</td>
<td>Dismissed</td>
</tr>
<tr>
<td>APP/M0655/D/15/3008348</td>
<td>26 Lakeside Road, Lymm, Warrington, WA13 0QE</td>
<td>Refused</td>
<td>Allowed</td>
</tr>
</tbody>
</table>
Resolved,

That the report be noted.

Signed………………………

Dated ..…………………

Signed………………………

Dated ..…………………
## DEVELOPMENT MANAGEMENT COMMITTEE

**Wednesday 5th August 2015**

**Start 18:30**

<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>2015/25675</td>
<td><strong>HMYOI Thorn Cross, Arley Road, Appleton, Warrington, WA4 4RL</strong>&lt;br&gt;Full Planning - Change of use from an agricultural building to a small scale farm shop</td>
<td>Approve</td>
</tr>
<tr>
<td>2</td>
<td>24</td>
<td>2015/25661</td>
<td><strong>Friends Lane Stables, Friends Lane, Warrington, WA5 3LE</strong>&lt;br&gt;Full planning - Proposed change of use from private stabling to teaching on a one to one basis of horse riding and carriage driving (horse drawn) together with a 6 metre extension to the hardstanding for manoeuvrability within the car parking area</td>
<td>Approve</td>
</tr>
<tr>
<td>3</td>
<td>38</td>
<td>2015/25807</td>
<td><strong>44, Hertford Close, Woolston, Warrington, WA1 4EZ</strong>&lt;br&gt;Householders - Proposed single storey side extension and partial garage conversion</td>
<td>Approve</td>
</tr>
<tr>
<td>4</td>
<td>46</td>
<td>2015/25898</td>
<td><strong>101, Walton Road, Warrington, WA4 6NR</strong>&lt;br&gt;Full Planning - Proposed Conversion of existing Garage to create a separate dwelling, plus re-building of existing Vinery to create Garden Store / Bike Store (Resubmission of 2015/25584)</td>
<td>Approve</td>
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<tr>
<td>No.</td>
<td>Ref.</td>
<td>Location</td>
<td>Description</td>
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<tr>
<td>5.</td>
<td>59</td>
<td>Great Sankey Leisure Centre, Barrow Hall Lane, Great Sankey, Warrington, WA5 3AA</td>
<td>Full Planning Major - Proposed re-development of leisure centre to form a neighbourhood hub complex comprising demolition of part of the existing building; new two storey facilities with plant to provide sports, leisure and health services including four new tennis courts; the creation of a new access road with junction at Lingley Green Avenue; new car parking and associated lighting and landscaping</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>77</td>
<td>44, Eagle Brow, Lymm, Warrington, WA13 0LZ</td>
<td>Householder - Proposed two storey front and single storey front / rear extensions, loft conversion including alterations to the main roof and the removal of x2 trees</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>100</td>
<td>New Horizons School, Fallowfield Grove, Poulton-With-Fearnhead, Warrington, WA2 0QQ</td>
<td>Full Planning - Proposed installation of mobile classroom, provision of extra car parking spaces and all associated works</td>
<td></td>
</tr>
</tbody>
</table>

Approve
ITEM 1

<table>
<thead>
<tr>
<th>Application Number:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>HMYOI Thorn Cross, Arley Road, Appleton, Warrington, WA4 4RL</td>
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<tr>
<td>Ward:</td>
<td>Appleton</td>
</tr>
<tr>
<td>Development:</td>
<td>Full Planning - Change of use from an agricultural building to a small scale farm shop</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>24-Apr-2015</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Mr Leckie</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>18-Jun-2015</td>
</tr>
</tbody>
</table>

Reason for Referral

Objection from Cllr Axcell.

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.

Update

The application was deferred at 24th June 2015 meeting of Planning Applications Sub-Committee, to enable members to visit the site.

The application was deferred at 15th July Development Management Committee to allow a highway survey to be undertaken in respect of potential road markings and signs in front of the school frontage on Arley Road opposite the application site. The following additional comments have been received from WBC Transport (Development Control):

Following the previous highway response dated 12th June 2015 and the decision to defer the application at the last Development Management
Committee meeting, WBC Highways visited the site at school closing time on Monday 20th July 2015.

**WBC Highways Site Observations**

Just prior to the school finishing, parking was observed along the East side of Chapel Lane adjacent to the school apart from on the existing ‘school keep clear’ markings which were well respected. On Arley Road there was no parking adjacent to the school but parking occurred on the North side opposite the school between Chapel Lane and Nook Farm. Parking also occurred on the South side of Arley Road between Chapel Lane and the prison car park (towards Grappenhall Lane). School warning signs are in place on Arley Road although partially obscured by vegetation. Lots of pick-up movements occurred within the school car park, parents using the separate entrance and exit points as signed. Some cars that parked on-street also used the school car park to turn around.

School children and parents were using both the Chapel Lane and Arley Road pedestrian accesses for the school. The pedestrian access gate on Arley Road is located adjacent to the car park entrance where there is a small section of footway up to Arley Road, but there is no footway along the South side of Arley Road adjacent to the school. Parking was observed on the footway on the North side of Arley Road. The footway adjacent to the school on Chapel Lane was free of parked cars.

After the school traffic left the site, there were no cars parked in the vicinity of the school entrance on Chapel Lane. On Arley Road, 4 cars were parked adjacent to the houses opposite the school and 3 cars were parked in the vicinity of the prison.

**School Access and Parking Arrangements**

There is an existing School Travel Plan which states that the pedestrian access to the school is via Chapel Lane. To reinforce this, there are existing dropped kerbs and tactile paving on Arley Road opposite its junction with Chapel Lane, which provide an accessible pedestrian route to the school via the Chapel Lane access.

The current parking and access arrangements for the school have been discussed within WBC Highways prior to producing this response. Although there are no road markings on Arley Road outside the school, it is considered that the use of the pedestrian access on Arley Road should not be encouraged as it less safe than the Chapel Lane access, particularly as there is no footway adjacent to the school on Arley Road. Arley Road is a C classified rural route and has a higher traffic flow than Chapel Lane. It is used by heavy goods vehicles which are unlikely to use Chapel Lane which only serves the school and residential properties. Introducing ‘school keep clear’ markings on Arley Road would not serve any purpose as they could only be situated adjacent to the pedestrian access where no parking was observed by WBC Highways. Implementing ‘No Waiting At Any Time’ restrictions would be
unlikely to be effective as they allow vehicles to stop for passengers to be picked up and dropped off. There are no other road markings which are considered appropriate to prevent parking in this scenario. There are already school warning signs in place on Arley Road that were installed a few years ago when the speed limits in the area were reviewed by the Council.

**Proposed Development**

As stated in the previous highway response for this application, the traffic that would be generated by the development would be low and would potentially be further reduced by the intention to provide a delivery service to local customers. This is reinforced by the Council’s car parking standards which require 4 spaces to serve the development. The applicant has stated that staff would park in the existing prison car park away from the site. The proposed development traffic should not therefore create a significant impact on the adjacent highway network, particularly as there would be a planning condition to prevent deliveries to and from the site occurring within school opening and closing times.

**Summary and Conclusions**

The increase in traffic and parking demand adjacent to the site occurs for short periods during school pick-up and drop-off times. Paragraph 32 of the National Planning Policy Framework document states that “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.” Whilst it is not ideal to locate a development access opposite a school, there is no highway standard or policy which prevents such, and the impact of the proposals is not considered to be severe. The proposals should not be detrimental to highway safety as the traffic that would be generated would be low.

The planning conditions previously requested by WBC Highways should address the highway issues for the development. On this basis, there is no highway objection to the proposal subject to these conditions which are summarised below:

“Prior to the commencement of the development, a plan showing visibility splays of 2.4 metres by 43 metres in both directions at the site access junction onto Arley Road shall be submitted to and approved in writing by the Local Planning Authority. Nothing shall be subsequently erected or allowed to grow to a height in excess of 0.6 metres within the splays.”

Reason: “To demonstrate that there would be a safe and adequate means of access to and from the development.”

“Prior to the commencement of the development, a plan showing the precise layout and full construction details of the new 5 metre wide site access road for the development onto Arley Road shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the new access road has been laid out and constructed in
accordance with the approved details, and shall be retained as such thereafter.”

Reason: “To demonstrate that there would be a safe and adequate means of access to and from the development and that two-way traffic can be accommodated.”

“Prior to the occupation of the development, a plan showing the site parking and turning areas, including details of the associated hard surfacing, to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the parking/turning areas have been laid out and hard surfaced in accordance with the approved details, and made available for use and retained as such thereafter.”

“Prior to the occupation of the development, details of a scheme of cycle and motorcycle parking to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the cycle and motorcycle parking has been laid out in accordance with the approved details.”

“Vehicles delivering to/from the development shall not be larger than a transit van unless otherwise agreed in writing by the Local Planning Authority.”

“No deliveries shall occur between the hours of 08:30 to 09:30 and 15:00 to 16:00.”

Informative Required:

“The applicant should be advised that a Road Opening Permit needs to be obtained to provide the required widened vehicular access to Arley Road.”

Site and Proposal

- Plot of land sited off Arley Road, currently housing agricultural buildings and forms part of the wider curtilage of the HMYOI Thorn Cross
- Locality consists of a mix of agricultural, residential and commercial uses
- Residential properties sited to the west, school and agricultural to the south, main HMYOI complex to the north and Barleycastle Trading Estate to the east
- Fairly flat site
- Accessed from the south via Arley Road
- Boundary treatment consists of 5m high planting to the boundary facing Arley Road and 1.8m high fence to the side boundary shared with No.21 Arley Road
- Proposal seeks to change the use of the existing agricultural building to a farm shop in association with the HMYOI Thorn Cross
- The goods for sale with be grown/made on site with a split of 70% of goods produced on site and 30% of imported goods which cannot be
grown on the site such as potatoes, oranges, bananas and honey

**Relevant Planning History**

1979 to date – various applications relating to the main use however none relevant to the current proposal

Pre-application enquiry PR/2015/03054 – Change of use of agricultural building to farm shop (general advice given)

**Planning Policies**

**National Planning Policy Framework (NPPF)**
- Para 11-16 Presumption in favour of Sustainable Development
- Para 79-92 Green Belt

**Local Plan Core Strategy (LPCS)**
- Policy CS1 Overall Spatial Strategy – Delivering Sustainable Development
- Policy CS2 Overall Spatial Strategy – Quantity and Distribution of Development
- Policy CS5 Overall Spatial Strategy – Green Belt
- Policy SN5 New Retail and Leisure Developments within Defined Centres
- Policy SN6 Sustaining the Local Economy and Services
- Policy QE6 Environment and Amenity Protection
- Policy QE7 Ensuring a High Quality Place
- Policy CC2 Protecting the Countryside

**Supplementary Planning Guidance (SPG)/Documents (SPD)**
- Environmental Protection SPD

**Notification Responses**

**Ward Councillor Axcell** –
I wish to object to the above planning application, as it stands, and I request that the planning application goes to committee. The reasons for my objection are a possible unacceptable activity in the Green Belt and a potential loss of amenity to the neighbouring property (Springside, Arley Road). I note that appropriate conditions on a planning permission would deal with my concerns, in which case I would withdraw my objection and my request that the application go to committee.

The farm shop would sell produce grown on the land and goods produced or made by the prisoners. This is not contentious. It is however planned that the shop would also sell produce bought in, which would imply traffic generated by delivery lorries.

This suggests a much more commercial operation; if the land were
subsequently to be sold; commercial retail activities on this Green Belt site would be permitted for the new owner. The sale of the land cannot be ruled out; the prison has recently sold land on Grappenhall Lane (the B5356) between Crofton Close and Yew Tree Lane.

The access drive proposed is immediately adjacent to the neighbouring property and close to the bend in the road. Commercial activity would result in a loss of amenity for the neighbouring property. I note that there is a dropped kerb farther from the neighbouring property and also farther from the bend. Access to the site here would reduce disturbance to the neighbouring property and probably be better from a highway point of view.

Possible conditions to be attached to any planning permission
1. Planning permission should be restricted to the current applicants (that is, Thorn Cross)
2. Sales should be restricted to produce and goods from the prison
3. The opening times of 8.30 am to 4.30 pm should be made a condition.
An alternative access should also be considered.

Comment – Given the small scale – circa 65 sq m – of the proposal, it is not considered that a permission personal to the applicant is necessary to mitigate the potential impacts of the proposed use. Conditions relating to the restriction of goods sold, and to opening and delivery times, are set out below.

**Appleton Parish Council** –
No objection

**Neighbouring properties** –
1 letter of support received:
1 Wishing the project success

1 letter of objection received:
1) Noise and pollution from the access road
2) Glare from lighting
3) Traffic/safety issues from the access point

**Consultation Responses**

**WBC Environmental Protection** –
Noise from vehicles is likely to have some minor impacts on residential amenity however this is not considered to be significant. Speeds and vehicle numbers would be low given the limited size of the car park.

Therefore no objection subject to the imposition of the following informative:
1) Food Safety/Health and Safety Advice and Guidance
2) Lighting to be designed by competent persons
WBC Highways –
No objections subject to the imposition of the following conditions:

1) Prior to the commencement of the development, a plan showing visibility splays of 2.4 metres by 43 metres in both directions at the site access junction onto Arley Road shall be submitted to and approved in writing by the Local Planning Authority. Nothing shall be subsequently erected or allowed to grow to a height in excess of 0.6 metres within the splays.”

2) Prior to the commencement of the development, a plan showing the precise layout and full construction details of the new 5 metre wide site access road for the development onto Arley Road shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the new access road has been laid out and constructed in accordance with the approved details, and shall be retained as such thereafter.

3) Prior to the occupation of the development, a plan showing the site parking and turning areas, including details of the associated hard surfacing, to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the parking/turning areas have been laid out and hard surfaced in accordance with the approved details, and made available for use and retained as such thereafter.

4) Prior to the occupation of the development, details of a scheme of cycle and motorcycle parking to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the cycle and motorcycle parking has been laid out in accordance with the approved details.

5) Vehicles delivering to/from the development shall not be larger than a transit van unless otherwise agreed in writing by the Local Planning Authority.

6) No deliveries shall occur between the hours of 08:30 to 09:30 and 15:00 to 16:00.

Policy –
Whilst the proposal would be sited out of a defined centre, the use predominantly aims at providing goods in connection with the main HMYOI use, with a limited floor area of just 65% square metres and the goods sold will be mixed between 70% grown/made on site and 30% imported (bananas/potatoes/oranges/honey etc). As a result it appears unlikely that the use will draw any trade from any defined centres, yet would fulfil local need.

Therefore no objection subject to the imposition of a condition to restrict the goods sold.
Observations

Principle of agricultural buildings

The NPPF advises that certain forms of development are not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- mineral extraction;
- engineering operations;
- local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- development brought forward under a Community Right to Build Order

The current proposal involves the re-use of an existing building of timber construction and slate roof. As a result the building is considered to be of permanent and substantial construction. It is now necessary to consider whether or not the use preserves openness and does not conflict with the purpose of including land in Green Belt.

- Preserves openness

The proposal involves the re-use of the existing building with no external alterations proposed. Therefore use of the building is considered will preserve openness.

The proposal will make use of the existing hard standing area for the parking of cars. This area is currently used to store agricultural machinery therefore the parking of cars during the limited opening hours is considered would have a neutral impact on openness.

The proposal also proposes to create a new hard standing area for the access road. Given the low level nature of the road and the siting close to the cluster of existing built form to the north (existing site) and west (No.21 Arley Road) it is not considered to impact on openness.

- Purposes of including land in Green Belt

- to check the unrestricted sprawl of large built-up areas – no sprawl as the proposal seeks a change of use with only limited area of new hardstanding
- to prevent neighbouring towns merging into one another – not the case as sited within existing settlement
- to assist in safeguarding the countryside from encroachment – no encroachment as change of use only with just a limited area of hardstanding created but contained within existing agricultural curtilage
- to preserve the setting and special character of historic towns – not
applicable in this instance

- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land – provides an alternate use to derelict agricultural building and would provide goods for the local community

Retail development outside of a defined centre

Policy SN5 advises that all main town centres uses should be directed to the town centre and defined centres. Where located outside of the town centre and defined centres the applicant will be required to demonstrate no suitable sites are available within the centre through a sequential approach. Where no sites are suitable, available or viable within the centre the applicant must demonstrate there are no significant adverse impacts on the centre.

In this instance the applicant has submitted a supporting statement which advises that the proposal seeks to sell predominantly goods grown/made on site in connection with the main HMYOI use and will account for 70% of sales, with the remaining 30% being imported goods which cannot be grown on the site such as potatoes, oranges, bananas and honey. The use also involves a limited local delivery service and the floor area is also limited at just 65 square metres. The statement also advises that the nearest stores are located over 1 mile away and the proposal is aiming at serving the local community of Appleton Thorn and not people travelling long distances to the shop.

As a result it is clear that the proposal would not result in a standard retail store but would provide a limited range of goods aimed at the local community which would support the existing growth of the existing business and local enterprise with no significant loss of trade to existing retail premises. Therefore it is not considered that the proposal is of a scale that would cause significant harm to the overall vitality and viability of the Defined Centres.

Finally the proposal represents the re-use of an existing building on a previously developed site and would assist the growth of the local economy and support the local community by providing a use to serve local need. This proposal is therefore considered to be policy compliant and acceptable in principle from a planning policy perspective, subject to a condition limiting the home grown/imported goods ratio to prevent the change a change in the operation of the use at a later date.

Amenity

Nearest residential property is No.21 Arley Road which shares a boundary with the site. No external changes are proposed to the existing building and the new access road will be screened by the existing 1.8m high boundary fencing, therefore not considered to cause harm to living conditions through loss of outlook, overshadowing, overbearing impact or loss of privacy.

There is likely to be some element of disturbance from vehicle noise and opening/closing of car door etc. However customer numbers are expected to be low given the small floor area of the shop (65m2) and the limited parking area (5 spaces) would limit the number of vehicles which could park on the
site. The hours of operation of 8am and 5pm Monday to Friday & 8am and 4pm Saturdays are also considered reasonable and can be secured by condition. Finally the split of goods grown/made on site will be 70% with imported goods being just 30%, which would ensure that the use is limited to selling predominantly good made/grown on site and ensure the use is low key and low impact.

Subject to conditions controlling the opening hours and % of goods sold, it is not considered that the use would cause any significant harm to living conditions of neighbouring properties.

Character/Design

No external alterations proposed to the existing building. The proposal does involve the creation of a new access track, however this would be viewed against the existing built form and would not be visible from the wider setting. The track would also consist of wheel runs which would retain a grass element in the centre which would better reflect the rural character of the area. This can be controlled by condition.

Some of the existing hedging to the south east of the site entrance may need to be removed to incorporate the required visibility splays, however it could be conditioned that replacement planting would be provided.

Therefore not considered to cause harm to the character/appearance of the area.

Highways

- Proposed Site Access Arrangements

The site is located on Arley Road opposite Appleton Thorn Primary School. There is an existing field access to the site with dropped kerbs that also serves the adjacent residential property of Springside. The site access point is opposite the school car park exit and would be retained for the development. The detailed site layout plan is not to scale and shows that the width of the site access route to the farm shop would be 5m wide. The master plan shows a variation in the access width. The additional site plans submitted by the applicant are not to an accurate scale and show an access less than 5m wide. There is adequate land within the ownership of the applicant to provide a 5m wide access. This would be sufficiently wide to accommodate two-way traffic provided that no large vehicles would be used for deliveries (see proposed servicing arrangements described below). A section of the hedgerow would need to be removed to widen the access to 5m. A planning condition is required for the applicant to provide a scale site plan to show a 5m wide access and associated construction details. The existing vehicular crossing would need to be widened accordingly with the dropped kerbs extended.

Although the access point is an existing field access, the site access track is not in place and the development would intensify the use of this access. WBC Highways asked the applicant to show highway visibility splays of 2.4m x 43m
at the site access junction onto Arley Road. The site plans submitted have not demonstrated this adequately as they are not to an accurate scale. The adopted footway in front of the existing site gate and the adjacent residential property of Springside is fairly wide at around 2.5 to 4m. It appears from the Council’s OS mapping that it would be possible to achieve adequate highway visibility to the West (towards the prison and Chapel Lane) within the adopted highway boundary. In the East direction (towards Burley Lane) it appears that the visibility splay would encroach into the site frontage and it may be necessary to trim or set back part of the existing hedgerow to provide an appropriate splay. This would be achievable as the splay would be on land within the application boundary. A planning condition is therefore required for a scale site layout plan to be submitted showing the visibility splays and any existing vegetation to be cleared.

The applicant has confirmed that the first 10 metres of the access road from the adopted highway would be hard surfaced. It would not be appropriate for gravel to be used for this section as it could result in material being deposited on the highway. The type of construction for the access could be dealt with by a planning condition.

On-street parking occurs on Arley Road in the vicinity of the site adjacent to the dwellings and opposite the school. On-street parking increases at school pick-up and drop-off times which may restrict access to and from the site for short periods. There is a car park adjacent to the school which is accessed off Chapel Lane and accommodates parking from parents at school pick-up and drop-off times.

- Proposed Servicing Arrangements

The applicant has stated that vehicle movements for deliveries to the shop should be limited to once per week at most and service vehicles should not be larger than a transit van as the produce should be sourced from local farmers. It is unknown what type or size vehicle would be used to deliver goods from the shop to local customers. A planning condition is required to limit the size of service vehicles to no larger than a transit van. There should be adequate on-site turning space for transit vans to be able to enter and exit the site in forward gear to and from Arley Road and facilitate two-way traffic on a 5m wide site access road. The applicant has confirmed the intention to try and limit delivery times to quieter periods. A planning condition is required to prevent deliveries occurring during school opening and closing times.

- Proposed Site Parking Provision

The Council’s car parking standards for food retail use are 1 space per 16 sqm which equates to 4 spaces for the proposed floor space of 65sqm. Although the proposed spaces are not marked out on the site plan, between 5 and 7 car/van spaces could be accommodated within the car park with adequate room for cars and service vans to be able to manoeuvre in and out of the spaces. The proposed site parking provision is therefore acceptable. A planning condition is needed to secure cycle and motor cycle parking for
customers.

- Proposed Traffic Generation

The TRICS software used to predict traffic generation does not specifically cater for farm shops. The closest use in the database is local shops, which predicts 9 two-way traffic movements in the busiest hour of midday to 1pm. The farm shop may create less vehicle movements than a local shop particularly as a delivery service to local customers would be offered. The traffic that would be generated by the development would be low and should not create a significant impact on the adjacent highway network.

In view of the above, subject to imposition of conditions relating to visibility splays, full construction details of site access, parking/turning areas and deliveries it is no considered that the proposal would not cause significant harm to the existing highway network.

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 24th April 2015
   (b) Submitted drawing (site location and flor plan) received on 24th April 2015.

   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 use hereby permitted shall not be open to customers except between the hours of [8am and 5pm] on Mondays to Fridays and [8am to 4pm] on Saturdays and not at anytime on Sundays, Bank or Public Holidays.

   Reason: In the interests of amenity and to comply with Policy QE6 of
the Warrington Core Strategy, Warrington SPD: Environmental Protection and Warrington SPD: Design and Construction.

4. A minimum of 70% of the goods for sale and display within the application site shall relate to goods made/grown on site.

Reason: The location of the development hereby permitted in this out-of-defined centre location is considered to be justified by the need to assist in the diversity of the existing HYMOI use and to encourage local enterprise and to provide a community facility. Any future proposals for extending the percentage of goods imported onto the site may impact on the viability/viability of defined centres and would require a fresh assessment by the local planning authority in the light of national planning policy advice and Local Plan provisions which prevail at that future time. The proposal is therefore considered to comply with the provisions of policies CS1, SN6, SN5 and CC2 of the Warrington Local Plan Core Strategy.

5. Prior to the commencement of the development, a plan showing visibility splays of 2.4 metres by 43 metres in both directions at the site access junction onto Arley Road shall be submitted to the Local Planning Authority for approval. The plan shall also include the location of the existing boundary hedge to the south-east. If any the hedge needs to be removed to accommodate the visibility splay, a scheme detailing replacement hedging shall be submitted to the Local Planning Authority for approval. The approved visibility splays shall then be implemented prior to the 1st use/occupation and retained in full hereafter and nothing shall be subsequently erected or allowed to grow within the splays to a height in excess of 0.6 metres. The approved replacement hedging shall be implemented during the first planting season following the completion of development and any hedging which dies or is felled, uprooted, wilfully damaged or destroyed in the first five year period commencing with the date of planting shall be replaced by the applicants or their successors in title.

Reason: To demonstrate that there would be a safe and adequate means of access to and from the development and in the interest of preserving the character/appearance of the area in accordance with Warrington Local Plan Core Strategy Policies CS1, QE6 & QE7 and the NPPF.

6. Prior to the commencement of the development hereby approved, a plan showing the precise layout and full construction details of the new 5 metre wide site access road for the development onto Arley Road shall be submitted to the Local Planning Authority for approval. The details shall also include a plan showing the precise layout and construction details of the wheel runs to be used for the remainder of the track leading to the car parking area. The development shall not be used/occupied until the new access road and internal track have been laid out and constructed in accordance with the approved details, and
Shall be retained as such thereafter.

Reason: To demonstrate that there would be a safe and adequate means of access to and from the development and that two-way traffic can be accommodated. To prevent spread of loose material onto the highway and in the interest of preserving the rural character/appearance of the area in accordance with Warrington Local Plan Core Strategy Policies CS1, QE6 & QE7 and the NPPF

7. Prior to the occupation of the development hereby approved, a plan showing the site parking and turning areas, including details of the associated hard surfacing, to serve the development shall be submitted to the Local Planning Authority for approval. The development shall not be occupied until the parking/turning areas have been laid out and hard surfaced in accordance with the approved details, and made available for use and retained as such thereafter.

Reason: To ensure vehicles and park and turn on site and to prevent the spread of material onto the highway in the interest of pedestrian and vehicular safety in accordance with Warrington Local Plan Core Strategy Policies CS1, QE6 & QE7 and the NPPF

8. Prior to the occupation of the development hereby approved, details of a scheme of cycle and motorcycle parking to serve the development shall be submitted to the Local Planning Authority for approval. The development shall not be occupied until the cycle and motorcycle parking has been laid out in accordance with the approved details and retained as such thereafter.

In the interest of pedestrian and vehicular safety and to provide alternative modes of transport to cars in accordance with Warrington Local Plan Core Strategy Policies CS1, QE6 & QE7 and the NPPF

9. Vehicles delivering to/from the development shall not be larger than a transit van unless otherwise agreed in writing by the Local Planning Authority.

Reason: To allow deliveries to take place on site rather than on the highway in accordance with Warrington Local Plan Core Strategy Policies CS1, QE6 & QE7 and the NPPF

10. No deliveries shall occur between the hours of 08:30 to 09:30 and 15:00 to 16:00.

Reason: To prevent conflict with the school opening and closing times in the interest of highway safety in accordance with Warrington Local Plan Core Strategy Policies CS1, QE6 & QE7 and the NPPF
Informatives

1. The applicant is advised to seek further advice and guidance on Food Safety/Health & Safety matters from the Commercial Environmental Health Team. Advice and guidance is provided free of charge and may assist the applicant with the smooth operation of the business. Please contact the following number for further advice: 01925 442645.

2. Any external lighting should be designed and installed by competent persons. The system should be designed according to best practice in respect of glare, light spill and efficiency. Advice can be obtained from:

   Institution of Lighting Professionals
   Regent House
   Regent Place
   Rugby
   CV21 2PN
   https://www.theilp.org.uk/home/

3. The Local Planning Authority operates a pre-planning application advice service. All applicants are encouraged to engage with the Local Planning Authority at pre-planning application stage. As part of the determination of this planning application the Local Planning Authority has worked pro-actively and positively with the applicant ensuring that upon receipt all representations and consultation responses are available to view on the Council's web site. The Local Planning Authority has considered the application and where necessary considered either the imposition of planning conditions and/or sought reasonable amendments to the application in order to deliver a sustainable form of development in accordance with the National Planning Policy Framework.

4. In many cases your proposal will also require consent under the Building Regulations 2010, for advice and guidance on the requirements of the Building Regulations, please contact our Building Control section on 01925 442554 or email building.control@warrington.gov.uk

5. The applicant should be advised that a Road Opening Permit needs to be obtained to provide the required widened vehicular access to Arley Road

Recommendation

Approve subject to Conditions
Appendix 1 – Drawings/Plans
Proposed plans
Shed used for storage, previously den key.

Access Road 5m wide by 30m long

CAR PARK
32 spaces
13m x 13m

Farm Shop
13m long by 5m wide
Entrance faces car park

ARLEY ROAD

Existing Poly
Soilworks
Appendix 2 – Photographs of Site
Photograph showing the site when viewed from Arley Road
Photograph showing the building to be converted when viewed from the east
Photograph of the access point off Arley Road
DEVELOPMENT CONTROL COMMITTEE DATE: 5th August 2015

ITEM 2

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<th>Application Number:</th>
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<td>Location:</td>
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<tr>
<td>Ward:</td>
<td>Penketh and Cuerdley</td>
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<tr>
<td>Development</td>
<td>Full planning - proposed change of use from private stabling to teaching on a one to one basis of horse riding and carriage driving (horse drawn) together with a 6 metre extension to the hardstanding for maneuverability within the car parking area.</td>
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<tr>
<td>Date Registered:</td>
<td>13-May-2015</td>
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<tr>
<td>Applicant:</td>
<td>Mr Hales</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>07-Jul-2015</td>
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Reason for referral

Penketh Parish Council have objected to this application on the following grounds:

- The original planning application stated it was not to be used as a business or trade;
- Overdevelopment on greenbelt land;
- Limited off road parking;
- Poor entrance and lack of access causing loss of amenities to residents; and
- On the original application there are no buildings and on the proposed there are.

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 lies at the junction of Laburnum Lane and Friends Lane. It is within the green belt. Dwellings line the northern side of Friends Lane whilst Laburnum Farm is on the western side of Laburnum Lane. Further residential dwellings extend northwards along Laburnum Lane.

Land to the south, west and east of Friends Lane becomes open and has an appearance consummate within its green belt allocation and that of the countryside. Vehicular access is taken on the corner of Laburnum Lane and Friends Lane. The stable block backs onto Laburnum Lane. Landscaping lines this boundary offering screening. Landscaping including trees do also line the Friends Lane boundary.

A ménage is to the front of the stable with a concrete pad in-between. Beyond the ménage is paddock.

Relevant Planning History

Approval granted for the erection of 4 no. stables and a hay store for private use. Ref: 2009/14451. On the approval it was conditioned:

‘The stables hereby permitted shall be used solely to accommodate horses / ponies kept for private recreational purposes, & shall not be used in connection with any trade or business.’
‘The stables hereby permitted shall not be brought into use until the 2.4 m x 4.5 m visibility splays shown on the approved plan have been provided, and such area shall thereafter be kept clear of any obstruction exceeding 0.6 m in height. Any field gates shall open inwards.’

Application cancelled for the erection of 4 no. stables and a hay store for private use. (revision of application ref: 2009/14451)

Approved granted with conditions for amendments to the stable roof, construction of a muck heap store, new concrete base and conversion of paddock to ménage. Ref: 2010/15869.

Planning Policies

National Planning Policy Framework (NPPF)
Achieving Sustainable Development
Section 8 – Promoting Healthy Communities
Section 9 – Protecting Green Belt Land

Local Plan Core Strategy (LPCS)
CS5 Green Belt
QE6 Environment and Amenity Protection
QE7 Ensuring a High Quality Place
SN7 Enhancing Health and Well-being
CC2 Protecting the Countryside
MP1 General Transport Principles
Notification Responses
The application has attracted a single representation from an unknown source. The correspondence alleges that a business is already operating from the site and includes company annual records. The applicant has responded to this at the request of Officers - this is reported latter.

Consultation Responses
Ward Councillors
No comments received

Penketh Parish Council
Object to the proposals for the reasons set out in the ‘Reason for referral’ section of this report.

WBC Highways
The revised proposed site plan (drawing no. 15/1129/03) submitted by the applicant shows that the site access is approximately 4m wide. It is not wide enough to accommodate two-way and is not ideally located due to it being on the junction corner of Friends Lane and Laburnum Lane. However, it is an existing access and should not attract a significant increase in traffic movements as the applicant has indicated that teaching would be undertaken on a one-to-one basis. There would be adequate space within the site car park for two vehicles to pass each other in the vicinity of the site entrance.

As the stables are currently only used by the applicant’s family, it is considered unlikely that there would be a high frequency of two-way movements occurring. To limit the number of traffic movements, a planning condition is required to limit the commercial use of the site to two customers at a time. This would allow for one customer being taught and one waiting for the next appointment. Drawing no. 15/1129/03 shows that the site access junction could achieve highway visibility splays of 2.4 x 43m in both directions. This is appropriate for the 30mph speed limit and can be secured via a planning condition.

Drawing no. 15/1129/03 shows 6 no. car parking spaces of adequate size along the Friends Lane boundary and 2 no. overspill spaces (shown dotted). There is sufficient room for cars to be able to manoeuvre in and out of the spaces without obstructing the site access or internal access gates. The plan also shows parking spaces for a carriage and horsebox. There is adequate on-site turning provision within the ménage for larger vehicles including cars and trailers, horseboxes and carriages. The planning condition referred to above to limit the number of customers on the site should be sufficient to ensure the site parking capacity can meet the parking demand. The proposed parking provision is therefore deemed acceptable.

In view of the above, there is no highway objection to the proposal subject to the following conditions:
“Prior to the occupation of the development, visibility splays of 2.4 metres by 43 metres in both directions, as shown on approved drawing no. 15/1129/03, shall be provided at the site access junction onto Friends Lane/Laburnum Lane and retained as such thereafter. Nothing shall be subsequently erected or allowed to grow to a height in excess of 0.6 metres within the splays.”
“Prior to the occupation of the development, the parking and turning areas to serve the development shall be laid out and surfaced in accordance with approved drawing no. 15/1129/03, and made available for use and retained as such thereafter.”

“The commercial teaching use shall be limited to a maximum of two customers present on the site at any given time (ie. one customer being taught and one customer waiting for the next appointment). The stables shall be retained for the private use of the applicant and their family members only and shall not be used for any commercial purposes.”

WBC Environmental Protection
Raise no objection to the proposals subject to an informative being attached to any approval advising the applicant to apply for a Riding Establishment Licence under the Riding Establishments Acts 1964 and 1960.

Observations

Highways
Policy MP1 seeks to secure sustainable development by reducing the need for private car and adherence to locally determined car/cycle parking standards.

Highway Officers do not raise objection to the proposals subject to conditions to secure appropriate visibility splays to maintain highway safety and using an appropriate surface so that material is not deposited on the highway and vehicles can parking and turn around appropriately. A final condition is recommended to control the number of persons attending the site, so it proportionate to the level of car parking on offer.

The site is sited adjacent to a number of residential dwellings, all of which are within walking distance to the site. Liverpool Road is approx. 0.2 miles away whilst persons can access the no. 15 bus service from Stocks Lane (approx. 0.2 mile walk) which connects the site within the town centre via residential areas of Great Sankey.

This is a sustainable location despite its green belt allocation, due to the sites proximity to the local community and alternative transport services. It is likely car borne trips will still occur due to the use, but there is suitable provision available subject to the recommended conditions. The proposal complies with policy MP1.

Impact on Character/Appearance of the area through design
Policy QE7 follows the NPPF in that it seeks good quality design that positively contributes to the environment and makes places better for people.

Design considerations are in this case focussed solely on the additional hardstanding. This will be consistent with the existing hardstanding and is appropriately positioned adjacent to Friends Lane and partially screened to soften its appearance. Its design is acceptable and will ensure vehicles can park and manoeuvre off the highway thereby contributing towards highway safety being preserved. Policy QE7 is complied with.
Enhancing health and well-being

Policy SN7 supports healthy lifestyles across the Borough. The applicant submits that horse riding facilities are in great demand throughout the area and teaching which is frequently asked for, particularly for children. Furthermore there are few places where teaching is available in the Warrington area, the nearest being Burtonwood (which is in the green belt and approved), and the nearest known facility for carriage driving is in the Preston area. They also consider the proposal will provide access to and provide opportunities for outdoor sport and recreation by virtue of the teaching element which would be publically available rather than just being confined to private use.

Areas of horse management & welfare would be taught in the paddock area, which would include turnout, manure picking and different forage benefits. Other benefits are the increased awareness of animal welfare and horse care, changing attitudes towards animal & animal/human interaction, insight into a career with animals, greater opportunity to access equine provision, there need for alternative sport and recreation as the nearest alternative is Preston area and the need for horse riding lessons within the Borough.

Noting the above, it is considered the proposal will have some public benefits despite it being a relatively small scale facility. It will give greater access to outdoor sport and recreation facilities in the rural area whilst widening the learning experiences on offer and offering educational benefit through person’s interaction with horses. The proposal complies with policy SN7 and the relevant parts of the NPPF, namely paragraphs 73 and core planning principle 12 found in paragraph 17.

Residential Amenity

Policy QE6 seeks to preserve residential amenity. In determining applications, the Council will take into account levels of light pollution and impacts on the night sky, odours, fumes, dust, litter accumulation and refuse collection / storage. Furthermore consideration will be given to the living conditions of existing neighbouring residential occupiers and future occupiers of new housing schemes in relation to overlooking/loss of privacy, outlook, sunlight, daylight, overshadowing, noise and disturbance.

The use will be an intensification of the permitted private use of the stables, ménage and paddock. This will be limited by planning condition thereby controlling the comings and goings. Residential outlook, daylight, sunlight, overshadowing are not considered to be lessened by the proposal.

Environmental Protection have considered the proposals and raise no objections. Therefore it is not considered the proposal would contravene policy QE6.

Impact on the Green Belt

The NPPF sets out the approach to determining development proposals in the green belt. Great importance is attached to the green belt and maintaining the five purposes. Paragraph 87 establishes that inappropriate development is by definition harmful and not approved except in very special circumstances. Paragraph 88 conveys that substantial weight ought to be given to any harm
to the green belt and that ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

New buildings are inappropriate development unless they fall into one of the exceptions in paragraph 89. One of the exceptions is provision of appropriate facilities for outdoor sport and recreation as long as it preserves the openness of the green belt and does not conflict with one of the five purposes. Policy CS5 follows this approach.

The proposal comprises of no additional buildings, however does entail the extension of the parking area and a change of use of the land. Case law (Fordent Holdings Limited v SSCLG [2013] EWHC 2844 (Admin)) has set out that all changes of use are inappropriate development because both paragraphs 89 and 90 are silent on exceptions to the presumption of inappropriate development. The applicants consider the development (change of use) not to be inappropriate as it is “provision of appropriate facilities for outdoor sport, outdoor recreation” which are already in existence and approved. The applicant is correct insofar as the hardstanding is concerned; however as per the Fordent Holdings case changes of use are inappropriate development.

Policy CC2 supports proposals which accord with green belt policy and subject to satisfactorily relating to their rural setting, respect local landscape character, unobtrusive provision can be made for parking facilities, relate to local enterprise/farm diversification and no detrimental impact on agricultural interests.

Openness is defined as space free from development. There would be a slight conflict created by an extended car parking area, in that vehicles would occupy the space transiently and hard surfacing would be laid. The latter would not be a three dimensional impact. It terms of the hardstanding extension it will not be obtrusive due to the size of increase, its positioning and presence of landscaping which will soften its visual appearance, which is considered to relate to the rural setting and not affect local landscape character.

Insofar as the green belt purposes, the proposal would not lead to neighbouring towns merging, altering the setting or character of historic towns, prevent urban regeneration or sprawl of large built up areas. Encroachment into the countryside is proportionate to the additional hardstanding.

Adding hardstanding to the site is an appropriate facility to support the equine use proposed on highway safety grounds.

**Very Special Circumstances (VSC)**

The applicant has submitted a written justification pursuant to demonstrating very special circumstances exist. They are in summary:

- The proposal provides an opportunity for outdoor sport and recreation;
- Horse riding facilities are in demand particularly for children and disabled persons;
- Few places in Warrington for teaching the nearest being Burtonwood (2014/23052) and nearest for carriage driving is in Preston;
- Paragraph 81 of the NPPF requires LPA’s to look for opportunities to provide access and opportunities for outdoor sport and recreation;
- The proposal does not conflict with the purposes of the green belt and relates to the rural setting;
- Raises awareness of animal welfare and horse care;
- Changing attitudes towards animal & animal/human interaction;
- Insight into career with animals;
- Proposed development allows for the provision of an extra quantity of opportunity;
- Need for horse riding lessons within the borough as no scope within local district;
- Health and wellbeing;
- Application will act as a halfway house in providing appropriate access to Green Belt usage.

The proposed use is a specialist activity within equine. It is not widely available as the applicant suggests. Although a demand has not been evidentially established, beyond an understanding of the proximity of similar facilities in the region, the proposal does conform to the key principles and policy objectives of the NPPF which is to provide opportunities for outdoor sport and recreation and to improve health, social and cultural wellbeing for all that meet local needs. These factors should be granted significant weight in favour of the proposal.

As described above the scale of the activity is confined to the suggested flow of appointments to preserve highway safety. It is considered providing access to a specific equine facility on the edge of the urban area to be a positive factor weighing in favour of the scheme.
In conclusion cumulatively it is considered the proposal does, insofar as the change of use is concerned, amount to very special circumstances that clearly outweigh the harm by reason of inappropriateness and any other harm.

Other Matters
It has been alleged a business is already operating at the site. Annual company records were lodged with the application by an unknown source. Officers have sought the applicants view on these.
In response the applicant considers the source of objection is from a local resident, considering their longstanding friendship with the local neighbours and the fact that they would be well aware of any activities at the stables due to their proximity.
It would appear that the address information (Friends Lane Stables) has been wrongly submitted to companies house by my accountant’s staff and was also not detected by companies house staff. It is apparent from my enquiries that this one did slip through the net as the stables are not classified as being "a registered office to which all communications and notices may be addressed", additionally the lack of the necessary office utilities; (telephone & internet connections) further compound this.
In an effort to raise confidence levels and alleviate any further concerns going
forward relating to the riding establishment proposal and/or activities; I would like to point out that I am not aware of any type of advertising and that I have been in regular communication/consultation with the relevant council departments since 6th May 2014.
I confirm that companies house have been made aware and their records amended accordingly.
Planning Enforcement has not received any complaints on this matter. On the balance of probabilities therefore the alleged business activity is unfounded.

Summary

The scheme is considered to be acceptable with regards to Green Belt policy with very special circumstances advanced to address the change of use aspect of this application. The proposal will provide access and opportunity for persons to participate in outdoor sport and recreation in an accessible location. Furthermore the proposal will support enhancements in health, social and cultural wellbeing.

The proposal would not give rise to undue harm to the character and appearance of the area, the amenity of sensitive uses or highway 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. 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 18th May 2015.
   (b) Submitted drawings 15/1129/03 and Site Location Plan.

   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 use hereby permitted shall not be open to customers except between the hours of 9am and 8m on Mondays to Sundays.

   Reason: In the interests of amenity and to comply with Policy QE6 of
the Warrington Core Strategy, Warrington SPD: Environmental Protection and Warrington SPD: Design and Construction.

4. The commercial teaching use shall be limited to a maximum of two customers present on the site at any given time (ie. one customer being taught and one customer waiting for the next appointment). The stables shall be retained for the private use of the applicant and their family members only and shall not be used for any commercial purposes.

Reason: In order to define the commercial use and protect the residential amenities of the occupiers of the adjacent properties and to comply with Policy QE6 of the Warrington Local Plan Core Strategy.

5. Prior to the occupation of the development, visibility splays of 2.4 metres by 43 metres in both directions, as shown on approved drawing no. 15/1129/03, shall be provided at the site access junction onto Friends Lane/Laburnum Lane and retained as such thereafter. Nothing shall be subsequently erected or allowed to grow to a height in excess of 0.6 metres within the splays.

Reason: To demonstrate that there would be a safe and adequate means of access to and from the development and in the interest of preserving the character/appearance of the area in accordance with Warrington Local Plan Core Strategy Policies CS1, QE6 & QE7 and the NPPF.

Informatives


2. This planning permission is granted in strict accordance with the approved plans. It should be noted however that:

   (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
   (b) You or your agent or any other person responsible for implementing this permission should inform Development Control immediately of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.

3. The Local Planning Authority operates a pre-planning application advice service. All applicants are encouraged to engage with the
Local Planning Authority at pre-planning application stage. As part of the determination of this planning application the Local Planning Authority has worked pro-actively and positively with the applicant ensuring that upon receipt all representations and consultation responses are available to view on the Council's web site. The Local Planning Authority has considered the application and where necessary considered either the imposition of planning conditions and/or sought reasonable amendments to the application in order to deliver a sustainable form of development in accordance with the National Planning Policy Framework.
Appendix 1 – Drawings/Plans
Proposed plans
Appendix 2 – Photographs
DEVELOPMENT CONTROL COMMITTEE DATE: 5th August 2015

ITEM 3

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<td>Development:</td>
<td>Householders - Proposed single storey side extension and partial garage conversion</td>
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<td>Date Registered:</td>
<td>24-Jun-2015</td>
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<td>LESLEY KEARTON</td>
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<td>8/13/16 Week Expiry Date:</td>
<td>18-Aug-2015</td>
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</table>

Reason for referral

The applicant is a Council employee

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

Original dwelling – Modern semi-detached property sited towards head of residential cul-de-sac within the built up area of Woolston. Property benefits from a detached garage to the rear

Site – The surrounding residential area is characterised by properties of a similar size and design with numerous having benefitted from various extensions

Proposal – Single storey side extension to link into existing detached garage which is to be partially converted into a downstairs WC and utility with store to
Extension will be set back 3.2m from the original front elevation and will project 2.4m from the side elevation. Given the siting and encroachment, certificate B has been duly completed.

Extension to incorporate a traditional pitched roof with front to rear apex, replicating design of main roof.

Relevant History

None.

Planning Policy

National Planning Policy Framework
The NPPF sets out Core Planning Principles including high quality design and good standard of amenity.

Core Strategy
QE6 Environment and Amenity Protection
QE7 Ensuring a High Quality Place

Supplementary Planning Documents
Design and Construction
House Extension Guidelines – 2

Consultation Responses

Greater Manchester Ecology Unit – No objections

Notification Responses

No comments received.

Observations

Principle of development:
The application seeks retrospective permission for works carried out to the property within the built up area of Woolston. The development is considered to be acceptable in land use principle.
The main considerations are the impact that the proposal would have on the character and appearance of the host property and street scene; the amenity of nearby properties and highway safety.
Residential amenity:

The NPPF identifies that a good standard of amenity should be provided for future and adjoining occupiers of land whilst policy QE6 of the Core Strategy seeks to ensure that the living conditions of existing neighbors are taken into consideration with respect to light, noise, disturbance, loss of privacy, outlook.
and whether or not a scheme causes an element of overshadowing.

Overshadowing or obstructions of outlook which can be caused by large extensions on or close to the boundary are generally not supported. It is, however, important to establish whether or not windows serve habitable rooms.

Policy QE6 seeks to preserve residential amenity. In determining applications, the Council will take into account levels of light pollution and impacts on the night sky, odours, fumes, dust, litter accumulation and refuse collection / storage. Furthermore consideration will be given to the living conditions of existing neighbouring residential occupiers and future occupiers of new housing schemes in relation to overlooking/loss of privacy, outlook, sunlight, daylight, overshadowing, noise and disturbance.

The 45 degree code is designed to protect the amenities of neighbouring dwellings from overshadowing or obstruction of outlook which can be caused by large extensions on or close to the boundary.

No.43 Hertford Close

No.43 has benefitted from a rear conservatory adjacent to the boundary with the application property. Given the siting and projection of the proposed extension, this will not breach the 45 degree code.

No.45 Hertford Close

No.45 has benefitted from a rear conservatory adjacent to the boundary with the application property. Given the siting and projection of the proposed extension, this will not breach the 45 degree code. The proposal therefore preserves neighbours amenity through avoiding overshadowing and preserves neighbours outlook. The proposal introduces no greater degree of overlooking potential than currently exists in the residential setting and it is considered therefore that the proposed development would not have an unacceptable impact on the amenity of the current or future occupiers of the site in terms of loss of light, privacy, overlooking or being overbearing. The size and siting of the proposed extension is therefore considered not to result in any unacceptable loss of residential amenity and the proposal complies with policy QE6.

Visual amenity/Design:

Paragraph 56 of the NPPF places significant emphasis behind the design of the built environment and it positively contributing to making places better for people. Paragraph 64 emphasises that poor quality design that fails to take advantage of the opportunities available will be refused permission. Policy QE7 of the Core Strategy requires that proposals are designed to reinforce local distinctiveness and enhance the character, appearance and function of the street scene, and should harmonise with the scale, proportions
and materials of adjacent and or existing buildings
The proposal would not be readily visible from within the streetscene until in front of the property itself. It would be single storey therefore appearing subordinate to the existing dwelling. As such it is considered the proposal would not have an unacceptable detrimental impact on the street scene or the character of the existing dwelling.

It is considered that the design, scale and massing of the proposal would sit comfortably in relation to the sites size and residential context. Adequate amenity space would also remain to the rear of the dwelling.

The application form indicates that the materials used would be brick and tiles. A condition could be attached to ensure the materials used match those of the existing dwelling.

It is considered, therefore, that the proposed development would not appear as a prominent feature within the street scene and would not have an unacceptable impact on the character and appearance of the existing dwelling and the surrounding area.

Car Parking:

Policy MP1 sets out the need to reduce the need for private car use and support for proposals which adhere to local car parking standards. Policy QE6 requires developments to not have unacceptable impacts on the surrounding area by virtue of the effect and timing of traffic movement to, from and within the site and car parking including impacts on highway safety. Policy QE7 strives to create inclusive, accessible and safe environments that function well in relation to existing patterns of movement and activity
The existing dwelling has 3 bedrooms and 2 driveway spaces accessed from Hertford Close. The proposal is to increase general living accommodation and does not propose an increase in the number of bedrooms. The Council’s parking standards require 2 spaces for a 3 bedroom house. Despite the partial loss of the driveway to the side, there is still sufficient driveway length to accommodate 2no. vehicles off-street. Off-street parking availability will not be affected by the proposal

Summary

The proposed development meets expected standards for design and protection of neighbours amenity such as to comply with the objectives of policies and guidance. Appropriate scale, siting and design presents subordinate additions to the original dwelling, preserves the character of the area and does not adversely impact upon neighbouring properties.

Recommendation

Approve with 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 11th May 2015
(b) Submitted drawing nos.LK01/PL01 & LK01/PL02 received on 11th May 2015

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 facing and roofing materials to be used in the construction of the extension hereby approved shall match in colour, texture and coursing those used on the existing building.

Reason: To ensure the use of appropriate materials, in the interests of the visual amenities of the locality and in order to comply with Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction

Informatives

1. The Local Planning Authority worked positively and proactively with the agent to ensure that the proposal comprised sustainable development and did not cause harm to the character/appearance of the area, the existing property or the living conditions of neighbouring properties. The decision was also issued without delay. As a result, the proposal accords with the development plan. The Local Planning Authority has therefore implemented the requirements in paragraphs 186-187 of the National Planning Policy Framework

2. In many cases your proposal will also require consent under the Building Regulations 2010, for advice and guidance on the requirements of the Building Regulations, please contact our Building Control section on 01925 442554 or email building.control@warrington.gov.uk
Recommendation

Approve subject to Conditions

Appendix 1 Site plan and photographs
Front of application property
DEVELOPMENT CONTROL COMMITTEE DATE: 5th August 2015

ITEM 4

<table>
<thead>
<tr>
<th>Application Number:</th>
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<tr>
<td>Location:</td>
<td>101, Walton Road, Warrington, WA4 6NR</td>
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<tr>
<td>Ward:</td>
<td>Hatton, Stretton and Walton</td>
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<tr>
<td>Development</td>
<td>Full Planning - Proposed Conversion of existing Garage to create a separate dwelling, plus re-building of existing Vinery to create Garden Store / Bike Store (Resubmission of 2015/25584)</td>
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<tr>
<td>Date Registered:</td>
<td>28-May-2015</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Mr Tony Mills</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>22-Jul-2015</td>
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Reason for Referral to Committee

The application is referred by the Director of Environment and Regeneration, who considers it to be expedient for the matter to be considered by Committee following the receipt of an objection by Walton Parish 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 Proposals

Full permission is sought for the conversion of the existing garage to create a separate dwelling, including an extension to the rear, also the demolition of the vinery to create a garden store / bike store and a small extension to the existing single storey outrigger to create a new entrance into the converted garage.

The locally listed property is located in an established residential area - at the
junction of Walton New Road and Walton Heath Road. The property is a two storey building with two and single storey outriggers at the rear. A stone structure with slate roof and garage door is connected to the outrigger and forms the northern boundary of the site. The garage is currently used for parking and storage and playroom at the first floor level. There are two protected trees in the front garden of the property. The front garden is screened by a stone boundary wall with a close boarded wooden fence on top, giving the front garden a high degree of privacy normally associated with a rear garden. Stone and brick walls form the Walton Heath Road boundary. The stone garage with its pitched roof louvre is a prominent feature in the street scene and one which positively adds to the character and appearance of the area.

Planning History

2015/25584 – Proposed Extension to attached garage and conversion of garage to dwelling. Withdrawn.

Planning Policies

National Planning Policy Framework
Part 12 – in relation to heritage assets

Local Plan Core Strategy
Policy QE8 – Historic Environment
Policy QE6 – Environment and Amenity Protection
Policy QE7 – Ensuring a High Quality Place
Policy CS1 – Delivering Sustainable Development
Policy CS2 - Quantity and Distribution of Development.
Policy SN1 – Distribution and Nature of New Housing.

Supplementary Planning Documents
Construction and Design

Notification Responses

Parish Council
Object to the garage conversion - we believe it to be an overdevelopment in that location. We think that a small separate residence adjoining the main building is out of character with the area.

Neighbours
1 letter of objection received.
Grounds of objection – given the amount of on street car parking that currently occurs it is considered that the provision for off-road parking is impractical. In addition, none of the plans show the large tree on the pavement outside the property which would prevent access to an extended parking area.
Consultation Responses

Highways
The 1 bedroom unit should be provided with 1 car parking space and 1 cycle parking space and the other unit should have 3 car parking spaces and 3 cycle parking spaces. It is recommended that both dwellings are provided with an electric vehicle charging point.

It is also required for the development to provide 1 unallocated visitor parking space. It is considered that there is adequate parking space available on street to provide the required visitor parking without resulting in any highway safety issues or any loss of residential amenity for neighbours.

The proposed arrangements show one car parking space in the existing garage for the 1 bedroom unit. Whilst this is not ideal in terms of pedestrian safety, it is appreciated that this is an existing arrangement and therefore on this basis it’s deemed acceptable. The applicant should be requested to provide a secure long stay cycle parking space within the development.

For the larger unit, there is a requirement for three car parking spaces and three cycle parking spaces. A garden store / cycle store is proposed which will provide adequate space for the cycle parking spaces required.

In terms of the car parking, there is an existing driveway access for two vehicles and this is proposed to remain unchanged. The plans show three cars parked on the site frontage, two are parked 90 degrees to the kerb which is existing. The third space is indicated as parking at 180 degrees to the kerb. It is the LHA’s view that a parking space in this arrangement would lead to increased manoeuvring across the footway and that visibility may be restricted if the vehicle crosses the footway at an oblique angle as it is not arranged to access the site at a 90 degree angle.

Therefore, whilst there is space to accommodate three cars in this arrangement, the LHA would not condone the arrangement on pedestrian safety grounds. However, it is accepted that residents may park in this arrangement even if the LHA does not support or condone the arrangement. The installation of landscaping would be the only way to remove the likelihood of this space being used.

If this space was removed from the proposals there would be a further shortfall of car parking from the standards for the site overall by one parking space. However, it is considered that there is adequate space on street in the vicinity of the site to accommodate this additional car parking space without creating residential disamenity or highway safety issues. It is felt that a refusal on highways grounds on parking grounds would not be defensible on appeal in this particular location due to the on street parking availability in the area.

Trees
Drawing 50315/7 Rev C shows the location of 3 parking spaces within the Root Protection Area (RPA) of the adjacent London Plane tree. The use of the Core Landscape Products Core Drive System would be acceptable if installed
in accordance with BS 5837:2012. Also protective measures need to be in place to ensure that no construction materials are stored within the RPA and that the only construction processes within the RPA are those concerning the construction of the drive.

The plan provided does not state if additional dropped kerbing is required to accommodate the driveway. The Highways specification for the construction of a dropped kerb would require an excavation depth of approximately 280mm. Considering the close proximity of the drive to the tree I would oppose the conventional construction of a dropped kerb if required.

Environmental Protection
No objections but would advise an informative on working hours for construction sites.

Observations

Land Use Principle
The property is located in an established residential area. 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 planned provision made for housing growth; the need to make the best use of existing transport, utility, social and environmental infrastructure; and the need to sustain and enhance the borough’s built heritage.
Policy CS2 states that 40% of new residential development will be delivered in the town’s suburbs.
Policy SN1 sets out the Council’s approach to managing the distribution and nature of new housing. It seeks to prioritise development on previously developed land (PDL) in the inner areas of the town. However, the policy does also allow for residential development in the suburbs of the town.
The proposed development would constitute development on previously developed land in an established residential suburb of the town. The property is in a sustainable location and would result in the retention, continued use and maintenance of a heritage asset for a purpose which is appropriate to its design and fabric, with minimal intervention.

Highways
Following concerns expressed by the Council’s tree officer the scheme has been amended to modify the off street car parking area and avoid the need to increase the width of the access and dropped kerb. The resulting layout would necessitate the need for convoluted manoeuvres to access the car parking space parallel to the road - however, this is not significantly different to off street car parking provision on many residential properties in suburban areas. The capacity of the adjacent roads is considered to be sufficient to allow for on street visitor car parking.
Trees
The application has been amended so as to avoid the need to widen the existing drive / dropped kerb. The off-street car parking will be accessed from the existing drive, this will necessitate the provision of a car parking space parallel to the road as well as two spaces at 90 degrees to the road. This car parking layout will avoid any works in and around the tree roots.

Residential Amenity
To the west of the site is a modern detached property [30 Walton Heath Road] which was constructed circa 1990. It is an ‘L’ shaped property with a blank gable at first floor level, facing the rear of the stone garage. The property has a dormer window which is set further back from the rear of the stone garage, but which would fall within the privacy interface distance between the two properties. The relationship between the two properties would mean that neither the existing nor proposed window to window distance of 21 metres could be achieved and neither could the window to blank gable distance be achieved.

In order to overcome potential privacy issues, the applicant has agreed to obscure glaze the proposed first floor window in the converted garage, to the highest privacy level and to make the windows un-openable in perpetuity. The bedroom which is served by this window would also be served by a dormer window, which would permit ventilation and outlook.

It is considered that the residential amenity of the occupants of number 30 Walton Heath Road would not be compromised by the addition of a 2.2 metre extension to the stone garage.

Impact on Heritage Asset
Policy in respect of conserving and enhancing the historic environment is contained in paragraphs 126 to 141. Paragraphs 128 and 131 provide advice on determining planning applications Paragraph 132 requires that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. Paragraph 133 indicates that where a proposed development will lead to substantial harm to or total loss of significance of a designated asset, LPA’s should refuse consent unless a number of criteria can be met. Whilst, paragraph 137 requires LPA’s look for new development within conservation areas and within the setting of heritage assets to enhance or better reveal their significance.

Whilst, Policy QE8 requires that the fabric and setting of heritage assets are appropriately protected and enhanced in accordance with the principles set out in national planning policy.

A small mono and dual pitched timber and glazed structure, referred to as the winery is located on the west side of the building. This structure is a later addition to the building and its removal would not result in detriment either to the street scene or the historic character of the building.

The conversion of the garage to a residential unit would necessitate some alterations to the fabric of the building including:

- The addition of two dormer windows on the northern elevation.
- A part rendered / part stone extension to the rear
• Reduction in the size of the garage door opening and the infilling of the panel with stone taken from the rear elevation.

A structural survey of the building has been undertaken in order to establish the structural integrity of the building and to ascertain what works would be required in order to enable the conversion. The survey has concluded that the building can accommodate the conversion subject to specified remedial works being undertaken;
• Crack repairs
• Installation of lateral restraint straps
• Purlin strengthening
• Provision of a new ground slab.

In addition to the above, it will be necessary to provide an internal structure which would tie into the existing sandstone walls.
It is considered that the extension and conversion of the existing garage to one unit would be appropriate to secure the conservation of the heritage asset - and would respect the setting of this and the other locally listed buildings on the site.

**Recommendation**

Approve subject to the following 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 28/5/2015
   (b) Submitted drawing No’s :
   Proposed Ground Floor Plan 50315/7 Rev A
   Plot Plan 50315/9 Rev B
   Elevational Drawing 50315/3
   Elevation Plan 50315/4 RevB
   Proposed Ground Floor Plan 50315/7 Rev B
   Proposed First Floor Plan 50315/8 Rev A
   Section Plan 50315/10
   received on 28/5/2015, 17/7/2015 and 14/7/2015.

   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 occupation of the extension hereby approved, the car parking spaces identified on plan 50315/7 Rev A received on 17/7/2015 shall be implemented and thereafter retained.

Reason: To ensure that off-street parking is maintained for the safe, efficient and convenient movement of all highway users and to comply with Policy QE6 of the Warrington Core Strategy and Warrington SPD: Standards for Parking in new Development.

4. The window at first floor level on the western elevation of the converted stone garage shall not be glazed otherwise than with obscured glass comprising obscurity level 4 or higher. The obscure glazing shall be permanently retained as such. In addition, this window shall be constructed so as to be unopenable and shall permanently remain as such.

Reason: 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.

5. The garage hereby approved shall be kept freely available for the parking of cars, and shall not be converted or altered to form an additional room within the dwelling without the submission and grant of a planning permission for that purpose by the local planning authority

Reason: In order to comply with Policy QE6 of the Warrington Core Strategy

6. The building(s) hereby approved shall not be constructed until written and photographic details of the external roofing and facing materials (including manufacturer’s details) shall be submitted to the local planning authority for approval. Materials samples shall be made available to view on site and shall NOT be deposited with the Local Planning Authority. The development shall be constructed in accordance with the approved details/samples

Reason: In order to comply with Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction

7. No part of the development hereby approved shall be brought into use until cycle stands or secured covered cycle storage space has been provided for 1 pedal cycle in accordance with details which have first been submitted to the local planning authority for
approval. They shall be thereafter retained.

Reason: So that the development provides for the needs of cyclists and provides a choice of modes of transport in accordance with Policies QE6 and MP3 of the Warrington Core Strategy.

8. Prior to commencement of development hereby approved details of the rainwater goods/materials/cross sectional details of the window frames/external finishes [including details of trickle vents] and cills, at a scale of not less than 1:5 shall be submitted to the local planning authority for approval. The windows shall be set back approximately 100mm from the front edge of the stonework/ render finish. The approved scheme shall be implemented to the satisfaction of the local planning authority.

Reason: In order to ensure a satisfactory form of development and as inadequate details of these matters have been submitted with the application and to comply with Policy QE7 and QE8 of the Warrington Core Strategy, NPPF and Warrington SPD: Design and Construction.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification): (i) no external alterations shall be carried out to the dwelling(s) (ii) no extensions shall be carried out to the dwelling(s) (iii) no garages or outbuildings shall be erected within the curtilage of the dwelling(s) (iv) no vehicle standing space or hardstanding shall be provided within the curtilage of the dwelling(s) (v) no gates, walls, fences or other structures shall be erected along any boundary to the curtilage of the dwelling(s) (vi) no means of vehicular access shall be constructed to the curtilage of the dwelling(s) (vii) no windows or dormer windows shall be added to the dwelling(s) other than those expressly authorised by this permission, unless planning permission for such development has been granted by the Local Planning Authority.

Reason: 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.

10. External re-pointing shall be kept to the minimum and shall be undertaken using a matching mortar to the original in composition, texture and colour. Joints shall be carefully raked out by hand to a depth of around 18mm thoroughly cleaned and prepared to receive the new mortar. The cutting out of defective mortar with power tools in NOT acceptable. The pointing shall be finished to give a neat slightly recessed joint unless firm evidence exists of the original profile which must then be replicated.
Reason: To ensure the use of appropriate pointing in the interests of local character and visual amenity to comply with Policy QE7 and QE8 of the Warrington Core Strategy and the NPPF

11. The boundary wall adjacent to Parking space 2 between the two units shall be no higher than 0.6m to ensure that an adequate vehicular visibility splay is provided and should be retained thereafter.

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

Informatives

1. The Local Planning Authority operates a pre-planning application advice service. All applicants are encouraged to engage with the Local Planning Authority at pre-planning application stage. As part of the determination of this planning application the Local Planning Authority has worked pro-actively and positively with the applicant ensuring that upon receipt all representations and consultation responses are available to view on the Council's web site. The Local Planning Authority has considered the application and where necessary considered either the imposition of planning conditions and/or sought reasonable amendments to the application in order to deliver a sustainable form of development in accordance with the National Planning Policy Framework.

2. In the interests of residential amenity, the applicant/agent/developer is strongly advised to adopt the following recommended construction/demolition hours for all works on site.

Works audible at or beyond the site boundary should not occur outside of Monday to Friday 08.00hrs to 18.00 hrs, Saturday 08.30hrs to 13.30hrs and at no time on Sundays or Public/Bank Holidays.

Noisy or disruptive works carried on outside of these hours are much more likely to raise objections or complaints by local residents (due to disturbance) to the redevelopment of the site which may, in turn, result in formal action being pursued by Public Protection Services to enforce the recommended hours.

For more advice and guidance on recommended construction/demolition hours or construction/demolition methods, please contact an officer from Public Protection on 01925 442589

3. In many cases your proposal will also require consent under the Building Regulations 2010, for advice and guidance on the
requirements of the Building Regulations, please contact our Building Control section on 01925 442554 or email building.control@warrington.gov.uk

**Recommendation**

Approve subject to Conditions

**Informatives**

*Appendix 1 – Drawings*
Appendix 2 – Photographs of Site
### DEVELOPMENT CONTROL COMMITTEE DATE: 5th August 2015

**ITEM 5**

<table>
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<th>2015/25913</th>
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<tr>
<td>Location:</td>
<td>Great Sankey Leisure Centre, Barrow Hall Lane, Great Sankey, Warrington, WA5 3AA</td>
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<tr>
<td>Ward:</td>
<td>Whittle Hall</td>
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<td>Development</td>
<td>Full Planning Major - Proposed re-development of leisure centre to form a neighbourhood hub complex comprising demolition of part of the existing building; new two storey facilities with plant to provide sports, leisure and health services including four new tennis courts; the creation of a new access road with junction at Lingley Green Avenue; new car parking and associated lighting and landscaping</td>
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<td>Date Registered:</td>
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<tr>
<td>Applicant:</td>
<td>Livewire</td>
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<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>03-Sep-2015</td>
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#### Reason for Referral

The Council has a land interest in the site.

#### 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

A phased re-development of the leisure centre is proposed to transform it into a “neighbourhood hub” that would encourage physical activity, mental wellbeing and support primary care of an aging population. These proposals are in addition to the replacement floodlight synthetic pitch approved at PASC on 3rd June 2015.

The site is flat with a gentle fall to the south and comprises the existing Great Sankey High School incorporating a Sixth Form Complex, a Leisure Centre, Nursery and Automotive Centre. Approximately 50% of the overall site area is developed, the remainder consisting of an all weather pitch and sports field. Existing vehicular and pedestrian access into the site is from Billington Close - a minor road which also serves residential properties to the south and east of the site. The proposed new access off Lingley Green Avenue is to serve the leisure centre and day nursery visitors - with access from Billington Close restricted from the site by means of drop-down bollards. This is intended to ease current congestion at peak times and result in easier access to both the leisure centre and the residential properties.

Total car parking at the site would be increased by 218 spaces - to 418. In addition, there would be provision for 17 disabled spaces; 5 motor cycle spaces 34 cycle spaces and 8 other spaces, for buses et cetera in addition to existing provision.

The number of full time jobs based at the site would increase by 20 to 34.

In detail, the re-development would deliver as follows:-

**Phase 1:**
- New entrance concourse with library, cafe and retail
- 120 station fitness suite,
- New wet changing rooms
- Hydropool
- New plant room
- Administrative spaces including a conference room
- New access of Lingley Green Avenue, new Car Park, 4 tennis courts with associated floodlighting, landscaping and external lighting.

**Phase 2:**
- New dry sports changing rooms
- Spin studio
- Two multipurpose studios
- Health facilities including pharmacy and consulting/ treatment rooms
- New Car Park, landscaping and external lighting.

**Phase 3:**
- Spa
- Enlarged Health/ Conference/ Meeting area including Outreach Clinics,
conference room and Care Teams open plan office suite.
- New Car Park, landscaping and external lighting.

The proposals also include rectification measures to the existing land drainage underlying the playing fields, which is defective and in need of repair.

Pre-application consultation was carried out by the applicant with the community, including:
- Community group meetings
- Door to door information sharing with local residents
- Responses from the Strategic Needs Assessment questionnaire
- Public drop-in sessions at Great Sankey Leisure Centre; Westbrook Library; Penketh Library and the LiveWire Jobs Fair

Relevant Planning History

The site has been part of the joint Great Sankey Leisure Centre and Great High School complex for around 40 years.

The High School underwent major re-development as part of the 2010/16558 permission.

Full planning permission for a replacement floodlit synthetic playing pitch was granted at the 3rd June 2015 meeting of Planning Application Sub-Committee (2015/25790).

Planning Policies

National Planning Policy Framework
Matters relating to sustainability; the making of high quality places and promoting healthy communities.

Local Plan Core Strategy
Policy CS1 – Delivering Sustainable Development
Policy CS2 – Quantity and Distribution of Development
Policy CS4 – Transport
Policy MP1 – General Transport Principles
Policy MP3 – Active Travel
Policy MP7 – Transport Assessments and Travel Plans
Policy QE3 – Green Infrastructure
Policy QE4 – Flood Risk
Policy QE5 – Biodiversity and Geodiversity
Policy QE6 – Environment and Amenity Protection
Policy QE7 – Ensuring a High Quality Place
Policy QE8 – Historic Environment
Policy SN2 – Securing Mixed and Inclusive Neighbourhoods
Policy SN4 – Hierarchy of Centres
Policy SN7 – Enhancing Health and Well-Being
Supplementary Planning Documents
Design and Construction
Environmental Protection

Consultation Responses

WBC Highways
– No objection, subject to conditions.

WBC Environmental Protection
– No objection, subject to conditions.

WBC Flood Risk
– No objection, subject to condition.

WBC Trees
- There are no trees within the site that would warrant protection. The only loss of trees within the site would be as a result of Car Park Phase. The loss of these trees can be easily mitigated by a landscape scheme.

There is a narrow strip of land along the Northern boundary of Car Park Phase 1 adjacent to Lingley Green Avenue that is in the current ownership of the Land Trust and contains structure belt planting - these trees should be shown so as to take account of the proposed car park – together with root and other protection measures.

Any landscape scheme submitted shall include the species, location, size and quantity of new plantings.

WBC Sports Development
– No response.

WBC Lighting
- No objection - the submitted exterior lighting proposal is acceptable.

WBC Archaeology
– The proposed development is in the vicinity Barrow Old Hall medieval moated site. This is recorded in the Cheshire Historic Environment Record (CHER 568/1) and is also designated a statutorily-protected Scheduled Monument (SM 13434).

In 1995 archaeological work during the construction of Billington Close, immediately to the north of the moat, did not reveal any archaeological features whilst evaluation trenching in 1993, prior to the construction of extensions to the school and leisure centre, also failed to identify any archaeological remains. These latter works also indicated that the natural clay had been truncated during the construction of the school and centre.

In these circumstances, it seems unlikely that the construction of the new
build element of the proposed development will disturb significant archaeological remains whilst the re-modelled car parks will also affect previously disturbed areas or, in the case of the Phase 1 car park, be sited 150m to the west of the moat in an area where the historic mapping does not show any features of interest.

It is advised, therefore, that the bulk of the development will not require any further archaeological mitigation. The only issue that does need to be addressed concerns the access road between the extant leisure centre and the western arm of the moat (as depicted on Drawing WSA.0318.P2.03, dated May 2015). The limits of the Scheduled area clearly extend over this road and the drawing referenced above contains notation indicating that the road will be re-modelled as part of the development.

Works affecting a Scheduled Monument require Scheduled Monument Consent, however revised plans have been agreed which show that the access road remodelling would not impact on the site of the Scheduled Ancient Monument.

United Utilities
– No objection.

Sport England
– No objection.

Notification Responses

Ward Councillors
– No response by 24th July 2015.

Parish Council
– No response by 24th July 2015.

Neighbours –
The occupier of 71 Stockdale Drive voiced concerns including:
- Lack of consideration to what I consider to be a significant impact on our quality of life
- The use of Stockdale Drive/ Barrowhall Lane for drop-off and pick up has been a source of immense irritation and annoyance for me and my neighbours
- This results in damage to lawns, impairs ingress and egress from the estate at peak times and is a safety risk owing to the blind bend that has been formed by its design
- The proposed development will not ease the congestion experienced in the area in the mornings and afternoons – it will be worsened as the junction proposed on Lingley Green Avenue will form a constraint for the flow of traffic. Therefore, the turnaround point in front of my home will become even more frequently used, increasing the risk of injury and local damage
- It is notable that this access point, which is to be used by pedestrians
going to school as well as vehicular traffic, has not been referenced on the highways study, so it is clear that it has not been considered in the
data gathering exercise
- The development will be a huge boost to the area, if only to improve the aesthetics of an unsightly weathered building, but want action taken to prevent the area and my property being used as a drop off point.

The applicant’s design team have met on site with this resident.

Support from:
- Great Sankey High School
- Sarah Royle School of Dance
- Soccer Zone Warrington

Observations

Principle
The sports related use of this area – as part of the High School and Leisure Centre complex is long standing, and is accepted as a matter of principle. This was recently re-inforced by the approval of proposals for a replacement synthetic pitch.

Policy SN4 of the LPCS is clear that where neighbourhood hubs – such as the one now proposed – cannot be accommodated in defined centres, they should be in sustainable locations where the development would support the co-location of facilities and services. It is recognised that a hub in this location could help serve areas in the west of Warrington which have been – and will be - subject to population growth and that this is, in general terms, a sustainable location.

Highways
The analysis provided within the application indicates that with the delivery of the new site access junction the proposed highway network will work acceptably despite some queuing on the network. The journey time data submitted shows just an 18 second delay to two movements within the vicinity of the site, which is considered acceptable.

In terms of car parking provision, the 418 proposed spaces meet the maximum peak demand for parking shown in the car parking occupancy modelling - a car parking management strategy for the site is required by condition - to manage parking within the site and to ensure that overspill does not occur on local roads.

Further to this, the provision of top quality sustainable travel provision should be made to support this through the provision of a site travel plan, short stay and long stay cycle parking spaces, motorcycle parking spaces, electric vehicle charging points, pick up drop off points within and outside the site, level access bus boarding points and improved pedestrian paths through the site. These matters are the subject of conditions too.
**Visual Impact**
There is clearly strong potential to improve the functional and generally unattractive appearance of the existing buildings on the site. The scheme is also capable of visually uplifting the wider site – with its new entrance from Lingley Green Avenue – as well as from the approach into the site from Billington Close. Revised landscaping proposals have been agreed which show good scope for some new planting, to enhance the scheme – but it is acknowledged that the site is confined in this respect – as the main object is to extend and refurbish the main buildings, and to improve parking and the functionality of the surrounds for future users. A trim trail would link to the moat site, and some softening of the new parking with planting. As shown below, the main building is intended to have a contemporary appearance, clad with metal panels – and seeking to maximise the use of daylight – via lightwells and other areas of glazing.

**Impact on Living Conditions**
Given the separation distance between the proposed pitch and the nearest residential properties on Billington Close, and the intervening automotive building next to the main leisure centre building, there is not anticipated to be a significant impact on residential living conditions. Subject to control by condition over the detailed floodlight specification – to prevent undue glare/light pollution, then the proposals are considered acceptable in these terms.

**Heritage Matters**
Part of the site is immediately adjacent to the site of the former Barrow Old Hall – where the earthworks of the Moat remain. Whilst the project does not propose any enhancements to the Moat site, the consultations have included discussions with the Groundwork organisation. Groundwork have attended project meetings with Livewire and other stakeholders and have confirmed that they are keen to work with initiatives that improve the Moat. Since the submission of this application, the applicant has had further dialogue with Historic England to ensure no harm would be caused to the Scheduled Ancient Monument, as the result of the proposed redevelopment. The applicant has confirmed that the presence of the Scheduled Ancient Monument (SAM) will be properly referenced and taken into account in any Demolition/Construction Method Statements and Risk Assessments that will be prepared for the scheme. Furthermore, the relevant surveys and assessments will be made by the main contractor for the project following their selection for the works. The application has been amended so that the access road remodelling no longer impacts on the site of the Scheduled Ancient Monument. The applicant has confirmed that the contractor, when selected, will be advised to carry out the necessary protection to the Scheduled Monument during the construction works.

**Recommendation**
Approve with 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 than in accordance with the following plans/drawings:

WSA.0318.P2.01 E Location Plan
WSA.0318.P2.02 E Existing Site Plan
WSA.0318.P2.03 O Proposed Site Plan- All Phases
WSA.0318.P2.04 Q Proposed Site Plan- Phase 1
WSA.0318.P2.32 C Proposed Site Plan- Phase 1b- 4 Tennis Courts
WSA.0318.P2.05 M Proposed Site Plan- Phase 2
WSA.0318.P2.06 O Proposed Site Plan- Phase 3
WSA.0318.P2.07 Existing Floor Plan
WSA.0318.P2.08 Proposed Floor Plans- All Phases
WSA.0318.P2.09 D Proposed Roof Plan- All Phases
WSA.0318.P2.10 K Proposed Floor Plans- Phase 1
WSA.0318.P2.11 D Proposed Roof Plans- Phase 1
WSA.0318.P2.12 R Proposed Floor Plans- Phase 2
WSA.0318.P2.13 D Proposed Roof Plans- Phase 2
WSA.0318.P2.14 I Proposed Floor Plans- Phase 3
WSA.0318.P2.15 D Proposed Roof Plans- Phase 3
WSA.0318.P2.16 Existing Elevations
WSA.0318.P2.17 Contextual Elevation- All Phases
WSA.0318.P2.18 C Proposed Elevations- All Phases
WSA.0318.P2.19 Proposed Sections- All Phases
WSA.0318.P2.20 Proposed Sections- All Phases
WSA.0318.P2.29 D Landscape Site Plan
WSA.0318.P2.30 D Landscape to Building Plan

494338.AA.02 Hub 03 rev. A SAM area focus

Transport Assessment- drawings:
494338.AA.02 Hub 01 rev. B
494338.AA.02 Hub 01 rev. C Revised Preliminary Design (Autotrack 1)
494338.AA.02 Hub 01 rev. C Revised Preliminary Design
3. Prior to the commencement of development on site, a detailed scheme for the disposal of foul and surface water shall be submitted for approval to the local planning authority. Such scheme as is agreed shall be implemented.

Reason – To ensure adequate drainage and sewerage in accordance with policies CS1 and QE6 of the Local Plan Core Strategy for Warrington.

4. No development shall commence until a local employment scheme has been submitted to the local planning authority for approval. The scheme shall outline the means of maximising the local impact from the development in terms of contracting and supply chain opportunities for local businesses and job opportunities for the local community/residents. The approved employment scheme shall be fully implemented.

Reason: To secure employment opportunities at the construction and/ or post construction stage(s) in accordance with policy PV1 of the adopted Local Plan Core Strategy for Warrington.

5. Prior to first use of any building hereby approved, a programmed landscaping scheme which shall include the details of proposed planting – including confirmation of all existing trees and hedgerows to be retained, together with measures for their protection in the course of the development, shall be submitted for approval to the Local Planning Authority. The approved scheme shall be implemented during the first planting season following the completion of development and any tree or shrub planted which dies or is felled, uprooted, willfully damaged or destroyed in the first five year period commencing with the date of planting shall be
replaced by the applicants or their successors in title.

Reason: To ensure a satisfactory form of development and to enhance the visual amenities of the locality and to comply with Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction.

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

Reason: To ensure that the trees on the site are protected during construction works in the interests of local amenity, and in order to comply Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction.

7. 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 an 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: If required (as determined by the findings of Section A above) a remediation and verification (validation) strategy shall be 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 site shall not be taken into use until the investigations, remediation and verification are completed. 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 policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; with paragraph 121 of the National Planning Policy Framework (March 2012), and with Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

8. 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 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 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 policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; with paragraph 121 of the National Planning Policy Framework (March 2012), and with Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).
9. All plant and equipment shall achieve the cumulative rated noise levels as defined at different locations on page 9 of the Acoustic Design Technology report referenced as ADT2194/ENIA dated 20 April 2015.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents 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).

10. Prior to the commencement of any works on site, the applicant 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, Proposed Routing of deliveries to Site Compounds or deliveries direct to site, Proposed delivery hours to site, Proposed Construction Hours, Acoustic mitigation measures, Control of Dust and Air Quality on site and consideration for joining a Considerate Contractors Scheme. The CEMP shall consider in each case issues relating to noise (where not detailed in a separate condition), dust, odour, control of waste materials and vibration (where not detailed in a separate condition). 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 protect residential amenity from adverse impacts on amenity through noise, dust, air quality and general disturbance over a prolonged build and demolition process 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).

11. Prior to the occupation of the development the car parking area shall be hard surfaced and marked out as indicated on the approved plan no 494338.AA.02/Hub/02 Revision G. The car park shall be made available at all times that the premises are in use and shall be retained 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.
12. Notwithstanding the approved plans, no development shall commence until full details (including a timetable for implementation) of all site access, emergency and the off site highway improvement works have been submitted to and agreed in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details prior to the commencement of the works on the development site and retained 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 and in place before work commences on site and to accord with Policy QE6 and of the Warrington Core Strategy.

13. Notwithstanding the approved plans, no development shall commence until full details of the retaining structures and batter required for the site access and off site highway improvement works have been submitted to and agreed in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details prior to the commencement of the works on the development site and retained as such thereafter.

Reason: In the interests of highway and pedestrian safety, in order to ensure that the proposed junction is structurally supported and that the highway scheme/works are acceptable and in place before work commences on site in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington.

14. Prior to occupation of the hub a Green Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include but not be limited to measures for the management of car use and on-site car parking, a strategy to secure and sustain decreases in car use, inclusion of bus timetables and encourage car sharing, public transport use, cycling and walking. The plan shall specify a plan period and contain relevant surveys, reviews and monitoring mechanisms and identify targets, timescales, phasing programme and management responsibilities. The plan shall be implemented in accordance with the approved details and timetable/timescales contained within it.

Reason – In order to prevent undue reliance on single occupancy private car in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington.

15. Prior to the first operation of the junction, a scheme / details shall be submitted to and agreed in writing by the Local Planning Authority to enable the Local Highway Authority to progress a Traffic Regulation Order to provide junction protection markings at the
new junction off Lingley Green Avenue.

Reason: In the interests of highway and pedestrian safety and to ensure that the junction is kept clear of parked vehicles for the safe access and egress of vehicles.

16. Prior to occupation of the hub, a scheme of directional signage, to be installed on the highway network and within the application site, shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be implemented in accordance with the approved details prior to the first use of the development and retained as such thereafter.

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

17. Prior to the occupation of the hub, a scheme / details shall be submitted and agreed in writing by the Local Planning Authority to enable the Local Highways Authority to progress a Traffic Regulation order on Billington Close to facilitate a closure to vehicular traffic.

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

18. Prior to the occupation of the development, details of a scheme of bicycle and motorcycle parking to serve the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall not be occupied until the cycle and motorcycle parking facilities have been provided in accordance with the approved details and shall be retained as such thereafter.

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

19. Prior to the occupation of the development, details of a scheme of electric vehicle charging points, pedestrian routing, dropped kerbs, tactile paving and internal signing and lining to serve the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall not be occupied until the facilities have been provided in accordance with the approved details and shall be retained as such thereafter.

Reason - To ensure adequate provision in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington.
20. Prior to the occupation of the development, a car parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The hub shall not be occupied until the car park management plan has been implemented in accordance with the approved details, and shall be retained as such thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason - To ensure the safe and efficient operation of parking 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.

21. Prior to the occupation of the development, a servicing management strategy shall be submitted to and approved in writing by the Local Planning Authority. The hub shall not be occupied until the servicing management strategy has been implemented in accordance with the approved details, and shall be retained as such thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason - To ensure safe and efficient servicing 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.

22. Prior to the commencement of the development, a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The construction works for the hub shall be undertaken in accordance with the approved construction management plan.

Reason: To ensure that the proposed construction arrangements are appropriate in the interests of highway safety and amenity in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington.

**Informatives**

1. The applicant used the pre-planning application advice service provided by the local planning authority (LPA) which enabled positive dialogue and advice, including the identification of relevant consultees and to ensure that submission requirements were proportionate to the application proposals and the nature of the application site itself. The LPA worked pro-actively and positively with the applicant ensuring that upon receipt all representations and consultation responses are available to view on the Council's website. The LPA considered the application and where necessary considered either the imposition of planning conditions and/or sought reasonable amendments to the application in order to
deliver a sustainable form of development in accordance with the National Planning Policy Framework.

2. Electric Charging Informativ: 
The applicant is advised to consider the installation of electric vehicle charging points in the proposed car park. The provision of electric charging facilities is being promoted as a low emissions vehicular power source, thereby providing a positive contribution to reducing carbon emissions and improving the long term impact on local air quality from transportation.

Food Safety/Health & Safety Advice and Guidance:
The applicant is advised to seek further advice and guidance on Food Safety/Health & Safety matters from the Commercial Environmental Health Team. Advice and guidance is provided free of charge and may assist the applicant with the smooth operation of the business. Please contact the following number for further advice: 01925 442645.

Licensing Informative:
A separate licensing application may need to be made for a new licence to operate any bar use or other form of regulated entertainment at the premises from the Licensing Authority. For further advice and guidance on this subject, please e-mail the licensing team at the following address: cexlicensing@warrington.gov.uk

Recommendation

Approve subject to Conditions
Appendix

Existing view towards the front elevation and the proposed location for the Phase 1 extension

Existing view from the existing tennis courts towards the Sports Hall and the proposed location for the Phase 2 extension.

Proposed Entrance
ITEM 6

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2015/25943</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>44, Eagle Brow, Lymm, Warrington, WA13 0LZ</td>
</tr>
<tr>
<td>Ward:</td>
<td>Lymm</td>
</tr>
<tr>
<td>Development</td>
<td>Householder - Proposed two storey front and single storey front / rear extensions, loft conversion including alterations to the main roof and the removal of x2 trees</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>08-Jun-2015</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Nick Elliot</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>02-Aug-2015</td>
</tr>
</tbody>
</table>

Reason for referral to Committee

At the request of Lymm Parish 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

Householder - Proposed two storey front and single storey front / rear extensions, loft conversion including alterations to the main roof and the removal of x2 trees

Amended plans have been submitted during the life of the application, at the invitation of the planning officer, to address concern re the proposed 2 storey front outrigger. The amended plans reduce the height of this element such
that the ridge is 800mm lower than the proposed main ridge of the dwelling. The outrigger presents a 700mm projection and 4000mm width set-in 4250mm from the west side elevation of the dwelling. The outrigger present apex roof form with a contra-ridge to that of the main body of the dwelling and lowered eaves. The front elevation is proposed to be predominantly glazed.

The proposal includes a front extension to the existing single-storey front outrigger (which requires removal of two small trees). The front single-storey projection proposed is 3871mm, whilst the width, height and roof form of the existing outrigger are to be maintained.

An increase in height of the main body of the dwelling is proposed. The increase is 1.1m and this allows for use of the resultant roof space as 2\textsuperscript{nd} floor habitable space. The proposal sets the main ridge back to a central point such as to introduce equal length roof planes and front and rear main roof planes of the same pitch.

Two bedrooms are proposed within the roof space 2\textsuperscript{nd} floor as well as a bathroom and storage space.

The only change at 1st floor level results from the proposed 2-storey front outrigger that allows space for stairs to serve the 2\textsuperscript{nd} floor roof space.

A flat roof single-storey rear extension with atrium style roof light window is proposed to replace an earlier rear conservatory extension. The same footprint is predominantly proposed albeit with a 1200mm greater rearward projection from that of the conservatory.

See original plans and plan extracts at Appendix 1

No.44 Eagle Brow is an individual 2-storey dwelling set within the urban settlement of Lymm. The house is set back within the plot with the single-storey front outrigger approx. 19m from the highway and the main body of the dwelling approx. 31m.

The application dwelling sits broadly midpoint within the depth of its curtilage, abuts the eastern boundary and maintains access front to rear via space to the west side of the dwelling. The property is well screened to all side by trees/shrubbery notwithstanding other boundary treatments.

The property is accessed via electronic gates off Eagle Brow and is well served for off-street parking provision for upwards of 4 vehicles.

The site lies with the Eagle Brow Conservation Area of Lymm.

Refer to Street View, Site Visit and Aerial Photo’s at Appendix 2.

Side neighbouring property No.46 is a rendered, two-storey terrace cottage the rear elevation of which is situated 13.5m forward of the main two-storey front elevation of the application dwelling. The other side neighbouring
property, No.42 is an individual design 2-storey large detached house which has recently benefitted from 2-storey and single-storey extension to the side closest to the application dwelling. Rear neighbours are situated in excess of 40m from the application dwelling and the property is not notable through the dense screening.

The side neighbouring properties in particular highlight the diversity, in terms of property size, siting and design, that makes up the character of Eagle Brow. Further variation can also be found on the adjacent Brookfield Road with 2 large new build properties adding to local diversity. Curtilage size also varies considerably and is not necessarily commensurate to the size of dwelling therein.

**Relevant Planning History**

- 74/0186 - Singled storey extension - Approved 17.5.1974
- 83/15144 - Proposed bedroom and bathroom Extension - Approved 23.11.1983
- 90/25384 - Erection of garage, conservatory and bedroom extension - Approved 16.5.1990
- 90/26103 - Erection of a conservatory - Approved 31.8.1990
- 2004/03604 - Proposed railings to front of property – Approved 22-Sep-2004

Comment: Various changes/additions to the dwelling albeit plans not retained for these hence the dwelling is considered as it currently presents itself.

Current proposal requires removal of the earlier conservatory addition.

**Planning Policy**

National Planning Policy Framework

Core Strategy
CC1 Inset and Green Belt Settlements
QE6 Environment and Amenity Protection
QE7 Ensuring a High Quality Place
QE8 Historic Environment

Supplementary Planning Guidance
2 – House Extension Guidelines
A – Front Extensions
C – Rear Extensions
D – Roof Extensions/Alterations/Dormers
Consultation Responses

Lymm Parish Council
– Object to the proposal as follows:
They consider the proposed building to be too large for the plot.
The Chair of the Parish Sub Plans Committee also comments ‘Please could this application be recommended for a site visit as it is in the Conservation Area and is not on keeping with the surrounding properties. Also the property had already been massively developed from the original.’
The Parish initially also objected to the proposed removal of the two trees however subsequently removed this from their objection.

Comment:
The Parish comments do not enlarge on in what way they consider the proposal to be too large for the plot.

Council Arboricultural Officer
– No objections to removal of two trees

Notification Responses –

Concerns have been raised by the occupier of 46 Eagle Brow re the addition of windows to the West and front elevations of the house and impact upon privacy and overlooking of the rear of their dwelling.

Concern is also raised re the increase in size and height of the dwelling being out of proportion and that it will impact upon the enjoyment of the neighbours house and garden through overwhelming impact.

Comment:
No additional windows are proposed to the existing side elevation of the application dwelling that faces No.46 and additional front windows are to the roof-planes providing skyward outlook as opposed to overlooking of the neighbouring property.
The proposed extensions comply with the 45-degree code operated by the Council relative to No.46 such as to avoid unreasonable overshadowing or loss of outlook whilst the height increase of the proposal at 1.1m is limited and does not add a significant extent of side elevation such as to be unduly overbearing or oppressive. The proposed 2-storey front extension will be set in 7.5m from the common boundary with No.46 and situated on an oblique from that dwelling such that similarly, it would not be unduly overbearing.

Observations

Principle of development:
The application proposes an extension to a dwelling within a residential area of an Inset Village and as such householder development is considered to be acceptable in principle. The main considerations are the impact that the proposal would have on the character and appearance of the host property,
the street scene and the amenity of nearby properties.

Residential amenity:
Policy QE6 seeks to preserve residential amenity. In determining applications, the Council will take into account levels of light pollution and impacts on the night sky, odours, fumes, dust, litter accumulation and refuse collection / storage. Furthermore consideration will be given to the living conditions of existing neighbouring residential occupiers and future occupiers of new housing schemes in relation to overlooking/loss of privacy, outlook, sunlight, daylight, overshadowing, noise and disturbance

SPG 2 advises that extensions should protect the amenities of neighbouring dwellings.

- The proposal complies with the 45-degree code operated by the Council and as such avoids overshadowing and preserves neighbours outlook.
- The proposal maintains adequate separation distance to all neighbouring properties and as such preserves neighbours privacy and daylight.
- The siting of the proposal, some distance from neighbouring properties, is such that it would not be unduly oppressive or overbearing.

SPG A advises that front extensions should not dominate neighbouring properties (applying the 45-degree code) and not reduce the amenities of neighbours.

SPG C advises that rear extensions should not reduce the amenities of neighbouring properties by overshadowing or loss of views, should avoid overlooking, loss of light and dominance.

Relative to rear neighbours – Complies with the 45-degree code and maintains adequate separation distance – no harm to living conditions.

Relative to No.46 Eagle Brow - Complies with the 45-degree code and maintains adequate separation distance as the height increased main body of the application dwelling would be no closer to this neighbour notwithstanding the oblique relationship of the dwellings.

The overall height increase proposed at 1.1m is limited and this is created through setting back the proposed ridge of the dwelling further from No.46 than that which currently exists. The introduction of roof-light windows to the resultant roof planes would not present undue overlooking potential moreover outlook from said windows would be skyward.

The additional side elevation created is minimal in terms of area and would not be unduly overbearing or oppressive.

Relative to No.42 – Complies with the 45-degree code. To the rear the neighbours intervening outbuilding presents a buffer to the proposed single-
storey rear extension. Main body of the applicants dwelling predominantly sits parallel to the neighbours dwelling hence height increase would not be particularly notable. Front extension sits adjacent to the neighbours’ extension. No impact upon living conditions.

Front and rear neighbours – no impact resultant of intervening separation distance.

Visual amenity/Design:
Paragraph 56 of the NPPF places significant emphasis behind the design of the built environment and it positively contributing to making places better for people

Paragraph 64 emphasises that poor quality design that fails to take advantage of the opportunities available will be refused permission

Paragraph 137 advises that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Policy QE7 of the Core Strategy requires that proposals are designed to reinforce local distinctiveness and enhance the character, appearance and function of the street scene, and should harmonise with the scale, proportions and materials of adjacent and or existing buildings

Policy QE 8 of the Core Strategy requires the Council to ensure that the fabric and setting of heritage assets, as set out below, are appropriately protected and enhanced in accordance with the principles set out in National Planning Policy.

- Scheduled Monuments
- Listed Buildings
- Conservation Areas
- Areas of known or potential Archaeological Interest
- Locally Listed Heritage Assets

SPG D – Advises that raising ridge height to create sufficient internal space will generally be unacceptable, as it can cause a harsh and discordant effect within the street scene, unless there are other examples within the street.

With particular regard to SPG D, it is considered that the area presents a host of dwellings of varying scale hence a broad brush approach should not be taken to the current proposal. Moreover, the proposal continues the established character of the street scene for diversity in property scales and designs and could not be deemed to present harm.

The existing dwelling offers little in terms of design merit. The proposal
redresses the balance of the main body of the dwelling involving a relatively minor increase in height (relative to the height of the existing dwelling) to allow for a centralised ridge and balanced roof planes. A front feature is proposed to add character and this has been reduced in scale through amended plans such that this does not become an unduly dominant element to the detriment of the main body.

The main siting of the dwelling is maintained to the middle of the site and irrespective of the proposed extension the setback position is such that the dwelling will present no greater impact within the street scene.

The single-storey rear element is clearly subordinate to the original dwelling and could be considered to improve the character through removal of an incongruous conservatory.

The single-storey front extension continues the existing front element and sits adjacent to the neighbours front extension. It is a clearly subordinate addition in terms of height whilst apex roof form harmonises with that of the main body of the dwelling.

The resultant dwelling is one that would respect the quality of dwellings within the conservation area and could be considered to be an improvement to the current presentation. The proposal would provide a positive contribution to local character and distinctiveness.

Trees
The proposal includes removal of two trees and as the site falls within the Lymm Conservation Area permission is required. The two Apple trees do not meet the criteria to warrant individual protection through a preservation order and their loss would have no impact on the street scene as they are not viewable from the wider area due to scale and are of no significant value or stature.

Conclusions and reasons for recommendation/decision

- The proposal respects the scale of the existing dwelling whilst improving the character of the dwelling and preserving the character of the area. The scale and siting of the proposal is such that it would preserve the living conditions of occupiers of neighbouring properties.

- The proposal complies with the development plan and improves the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework (NPPF).
Recommendation

Approve with 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 - Plans and amended plans ref. 14-146(PL)400, 100, 101, 102, 200 Rev A & 201 Rev A

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

3. All materials to be used in the approved scheme shall be as stated on the application form and approved drawings and shall not be varied without the prior written approval of the Local Planning authority

   Reason: To ensure that the development will be of a satisfactory appearance and to comply with Policy QE7 of the Warrington Core Strategy

Informatives

1. The proposal complies with the development plan and improves the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework (NPPF).
APPENDIX 2
Street scene views of the site noting that the property is barely visible resultant of its setback position.
View from rear elevation of No. 46 Eagle Brow toward the side elevation of the application dwelling

Further view from the rear of No.46 Eagle Brow toward the side elevation and looking across the front elevation of the application dwelling.
View from the rear garden of No.46 Eagle Brow toward the side elevation of the application dwelling

View from rear garden of No.46 Eagle brow toward the rear garden of the application dwelling
View from the rear of the application dwelling looking rearward toward the rear boundary

View from the rear garden of the application dwelling looking toward the rear conservatory that will make way for the proposed rear extension and also noting the recent 2-storey extension to No.42 Eagle Brow beyond and also an outbuilding serving that property
View from rear garden toward the rear elevation of the application dwelling

Further view of the rear elevation
View from the front of the application dwelling toward the common side boundary with No.46 Eagle Brow

View from the driveway entrance toward the front elevation of the application dwelling – site of proposed 2-storey front extension and altered roof plane to allow for 2\textsuperscript{nd} floor in roof-space
View across the front of the front outrigger of the application dwelling – site of proposed single-storey front extension – noting two fruit trees proposed for removal

View from rear of No.42 Eagle Brow looking toward the side of the application dwelling and site of proposed single-storey rear extension (to replace conservatory)
View of the rear elevation of 2-storey extension rear elevation of No.42 Eagle Brow

Aerial Photo

Application dwelling

Recent 2-storey rear and single-storey front extensions to No.42 not shown

Trees proposed for removal
DEVELOPMENT CONTROL COMMITTEE DATE: 5th August 2015

ITEM 7

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2015/26061</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>New Horizons School, Fallowfield Grove, Poulton-With-Fearnhead, Warrington, WA2 0QQ</td>
</tr>
<tr>
<td>Ward:</td>
<td>Poulton North</td>
</tr>
<tr>
<td>Development:</td>
<td>Full Planning - Proposed installation of mobile classroom, provision of extra car parking spaces and all associated works</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>26-Jun-2015</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Mr Tim Morris</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>20-Aug-2015</td>
</tr>
</tbody>
</table>

Reason for Referral to Committee

This application relates to land 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 school operates a pupil referral facility. The outdoor area is currently being used a recreation area for outdoor activities for pupils. The school launched a pilot of a ‘primary nurture group’ in January 2015. The nurture group is run in a similar way to a nursery, with children attending for half day with the other day at their own school. There is a need to separate the different children across a wide age range, and therefore the classroom facility is required to accommodate the nurture group. This will be a separate facility from the school. A classroom has been identified at another school, which will be brought to the site. A total of 9 additional parking spaces are
proposed on an existing area of hardstanding, resulting in a total of 31 parking spaces.

**Relevant Planning History**

Various applications relating to development at the school, none of relevance to the current proposal

**Planning Policy National Planning Policy Framework (NPPF)**

Core Strategy (CS) Emerging Policy  
Policy CS1 Overall Spatial Strategy  
Policy QE6 Environment and Amenity Protection

**Notification Responses**

None

**Consultation Responses**

**Highways**

**Site Access Arrangements**

There is an existing vehicular access to the site from Fallowfield Grove which is approximately 5m wide and would remain unchanged. Fallowfield Grove is a traffic calmed route subject to a 20mph speed limit. Highway visibility is acceptable as the access is situated at the end of the street. Pedestrian access to the site is gained from a separate footway, around 2m wide, which links Fallowfield Grove to the main school entrance which would be retained as at present. There would be a ramp to the new mobile classroom to facilitate disabled access.

**Parking Provision**

The Council’s parking standards require 3 car parking spaces per classroom for schools. This equates to 18 spaces for the 6 existing classrooms. The existing school car park is unmarked and can accommodate approximately 16 spaces.

The additional classroom would need to be served by a further 3 parking spaces. The proposed site plan is not to scale and shows spaces of different sizes. There should be adequate hardstanding on the site between the vehicular access and the new mobile classroom to provide sufficient parking to comply with the parking standards for a total of 21 spaces. Each space should be of minimum size 2.5 x 5m with a 6m wide aisle width to allow cars to manoeuvre in and out of the spaces. One disabled bay would also be needed. A planning condition is required for a scale site plan to be provided to show an appropriate site parking layout. It is anticipated that the car park should be able to accommodate the proposed staff parking demand.

Cycle and motorcycle parking would be required which can be secured via a planning condition. The parking standards require 1 cycle space per 10 staff plus 1 space per 30 students. 1 motorcycle parking space would be required
based on the standards of 1 space per 20 staff.

**Traffic Generation**
There should be minimal additional traffic generated from staff travelling to the site as a result of the development. It is likely that there would be an increase in pick-up and drop-off movements due to the extra classroom. However, this should only increase traffic in the vicinity of the site for short periods and should not result in a significant impact on the adjacent highway network.

**Travel Plan**
There was a School Travel Plan for the former Longbarn Community Primary School which occupied the site. A School Travel Plan would be required for the PRU which can be secured via a planning condition. This should include a car parking management strategy to address pick-up and drop-off arrangements for the pupils.

**Summary and Conclusions**

In view of the above, there is no highway objection to the proposal subject to the imposition of the following planning conditions:

“Prior to first occupation of the proposed development, a School Travel Plan, including a car parking management strategy, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the School Travel Plan has been implemented in accordance with the approved details, and shall be retained thereafter unless otherwise agreed in writing with the Local Planning Authority.”

“Prior to the occupation of the development, a scale plan detailing the car parking and turning areas to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the parking and turning areas have been laid out and hard surfaced in accordance with the approved details, and made available for use and retained as such thereafter.”

“Prior to the occupation of the development, details of a scheme of cycle and motorcycle parking to serve the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall not be occupied until the cycle and motorcycle parking facilities have been provided in accordance with the approved details and shall be retained as such thereafter.”

**Environmental Health**
No objections

**Observations**

**Residential Amenity**
The mobile classroom would be sited within the central part of the school site retaining generous distances to the site periphery and the nearest residential
properties, with a minimum distance to the site periphery of 64m. There would not subsequently be any significant degree of harm caused to the living conditions of residential properties from loss of daylight, outlook, overshadowing, or noise and disturbance.

**Design**
The proposed mobile classroom is a modestly sized building 14.65m x 7.35m in footprint with a height of 3.25m. It is a generic portable building commonly utilised by schools to provide additional pupil accommodation, and is constructed of powder-coated steel walls with a felt roof and upvc windows. The appearance of the building is appropriate to its location and would improve the functionality of the school.

**Highways**
Subject to the conditions listed in the highways consultation response it is not considered that the proposal would give rise to highway safety issues.

**Recommendation**
Approved subject to conditions

**Conditions & Reasons**

1. Condition: 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. Condition: The development shall be carried out in accordance with the following drawings:
   - Proposed Classroom rev 1 dated 14.07.2015 [Site Plan]
   - Proposed Classroom dated 14.07.15 [Elevations]

   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 to Policy QE6 of the Warrington Core Strategy.

3. Prior to first occupation of the proposed development, a School Travel Plan, including a car parking management strategy, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the School Travel Plan has been implemented in accordance with the approved details, and shall be retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

   Reason: In order to accord with the Local Plan Core Strategy and
National Planning Policy Framework

4. Prior to the occupation of the development, a scale plan detailing the car parking and turning areas to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the parking and turning areas have been laid out and hard surfaced in accordance with the approved details, and made available for use and retained as such thereafter.

Reason: In order to accord with the Local Plan Core Strategy and National Planning Policy Framework

5. Prior to the occupation of the development, details of a scheme of cycle and motorcycle parking to serve the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall not be occupied until the cycle and motorcycle parking facilities have been provided in accordance with the approved details and shall be retained as such thereafter.

Reason: In order to accord with the Local Plan Core Strategy and National Planning Policy Framework

Informatives

1. Informative: The Local Planning Authority has worked positively and proactively with the applicant to ensure that the proposal is an acceptable form of development. The Local Planning Authority has therefore implemented the requirements in Paragraphs 186-187 of the National Planning Policy Framework.

2. Informative: In many cases your proposal will also require consent under the Building Regulations 2010, for advice and guidance on the requirements of the Building Regulations, please contact our Building Control section on 01925 442554 or email building.control@warrington.gov.
Informatives Appendix 1
TITLE OF REPORT: Planning application and appeal performance for 2015/16 – Quarter 1

1. PURPOSE OF THE REPORT
1.1 To provide members with a summary of planning application and appeal performance for quarter one (April to June) of the 2015-16 period.

2. SUMMARY OF PERFORMANCE

Appeal Performance

2.1 The target for 2015 was no more than 25% of appeals allowed.

2.2 For quarter one 31% of appeals were allowed. This compares to 33% for the 2014-15 period.

2.3 There have been no cost awards against the Council.

Planning Application Performance

2.5 Despite a reduction in staffing levels (including a frozen senior planning officer post) the service has managed to sustain good levels of performance in terms of determining planning applications within statutory timescales (ie 8 and 13 weeks).

2.6 Changes to the Council’s Constitution have helped as well as a more rigorous case management process. The Council has recently moved to having one planning committee meeting every three weeks, instead of two, and this is already leading to some efficiencies.

2.7 For quarter one 100% of major planning applications were decided within agreed timescales (against a target of 90%), 86% of minor applications were decided within 8 weeks (against a target of 80%) and 98% of other applications were decided within 8 weeks (against a target of 80%). Performance is now amongst the best in the country. For quarter one 96.5% of all planning application decisions were made in time.
2.8 Whilst planning application performance is excellent, and has been for two and half years, it needs to be closely monitored. Local Planning Authorities can be placed in “special measures” if performance reaches a particularly level. The Government is currently proposing that “special measures” designation will relate to minor/other planning applications as well as major planning applications. A special measures threshold of 50% of all planning applications being decided in time is discussed within the HM Treasury “Fixing the foundations” July 2015 document.

3. CONFIDENTIAL OR EXEMPT
3.1 Not confidential or exempt

4. FINANCIAL CONSIDERATIONS
4.1 None – there have been no appeal costs awards against Council appeal decisions.

5. RISK ASSESSMENT
5.1 No risks identified other than those identified in the report.

6. EQUALITY AND DIVERSITY/EQUALITY IMPACT ASSESSMENT
6.1 Equality impact assessment not required.

7. CONSULTATION
7.1 No consultations.

8. REASON FOR RECOMMENDATION
8.1 In order that members are kept informed in terms of planning application and appeal performance.

9. RECOMMENDATION
9.1 That members note the report.

10. BACKGROUND PAPERS

None

Contacts for Background Papers:

<table>
<thead>
<tr>
<th>Name</th>
<th>E-mail</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Hartley</td>
<td><a href="mailto:dhartley@warrington.gov.uk">dhartley@warrington.gov.uk</a></td>
<td>01925442809</td>
</tr>
</tbody>
</table>
### Delegated Decisions

#### Delegated 5th August 2015

**APPLETON.**

<table>
<thead>
<tr>
<th>Decision date</th>
<th>Application number</th>
<th>Location</th>
<th>Development description</th>
<th>Decision type</th>
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</thead>
<tbody>
<tr>
<td>06/07/2015</td>
<td>2015/25982</td>
<td>BELLFIELD HOUSE, FIRS LANE, APPLETON, WARRINGTON, WA4 5LE</td>
<td>Prior Notification (28 Days) - Application for prior notification of a proposed agricultural building</td>
<td>Withdrawn</td>
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<td>07/07/2015</td>
<td>2015/25856</td>
<td>45, DUDLOW GREEN ROAD, APPLETON, WARRINGTON, WA4 5EQ</td>
<td>Advertisement - Advertisement consent for 2x Internally illuminated Fascia, 1x service Menu board, 3x Window Vinyl Graphics</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>08/07/2015</td>
<td>2015/25897</td>
<td>LAND AT DENNOW FARM, FIRS LANE, APPLETON, WARRINGTON, WA4 5LF</td>
<td>Non-Material Amendment - Application for a non-material amendment to increase height of outrigger roof to match main roof height, implementation of facing brickwork to lower external external walls in lieu of rendered blockwork (up to 2.0m high) and timber cladding to upper area of extension elevation in lieu of metal profile cladding sheets following previously approved application 2014/23232</td>
<td>Approved</td>
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<tr>
<td>09/07/2015</td>
<td>2015/25859</td>
<td>29 , Pewterspear Lane, Appleton, Warrington, WA4 5DY</td>
<td>Householder - Proposed single storey rear extension with new pitched roof to the existing garage</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>09/07/2015</td>
<td>2015/25817</td>
<td>56, KINGSLEY DRIVE, APPLETON, WARRINGTON, WA4 5AF</td>
<td>TPO - Proposed works to TPO 67 (T3) (Sycamore - located within the rear garden of 56 Kingsley drive) The proposed works are to crown thin the tree by 25-30% and to sever the Ivy on the tree at the base. Including works to Beech tree located within the rear garden of the neighboring property of 54 Kingsley Drive TPO order 67 (G4). The proposed works are to crown thin the tree by 25% and reduce the lower laterals from the garden of 56 Kingsley drive by 2-3 meters.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>16/07/2015</td>
<td>2015/25891</td>
<td>THE ORCHARD, FIRS LANE, APPLETON, WARRINGTON, WA4 5LD</td>
<td>Householder - Proposed demolition of existing conservatory and construction of new orangery</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>16/07/2015</td>
<td>2015/25884</td>
<td>29, ROSEMOOR GARDENS, WARRINGTON, WA4 5RF</td>
<td>Householder - Proposed single storey rear extension and alterations.</td>
<td>Approved with Conditions</td>
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### Delegated Decisions

**APPLETON.**

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<td>20/07/2015</td>
<td>2015/25968</td>
<td>THE LONDON BRIDGE LONDON ROAD APPLETON WARRINGTON WA4 5BG</td>
<td>Full Planning - Proposed change of use of 2 outbuildings including new facades, minor extension to existing canal elevation, new balustrade and installation of new umbrellas 4mx4m and furniture to replace existing</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>23/07/2015</td>
<td>2015/25910</td>
<td>WOODSIDE, CANN LANE NORTH, APPLETON, WARRINGTON, WA4 5NF</td>
<td>Householder - Proposed Ground / First Floor extension, Loft conversion with new dormers and alterations to existing 1st floor of detached garage including new dormer.</td>
<td>Approved with Conditions</td>
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<tr>
<td>24/07/2015</td>
<td>2015/26004</td>
<td>16, CHESSINGTON CLOSE, APPLETON, WARRINGTON, WA4 5HG</td>
<td>Householder - Proposed bedroom extension over existing garage to side elevation</td>
<td>Approved with Conditions</td>
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<td>24/07/2015</td>
<td>2015/25871</td>
<td>CHERRYCLIFFE, QUARRY LANE, APPLETON, WARRINGTON, WA4 5JD</td>
<td>Householder - Proposed demolition of existing garage, porch, conservatory and part of rear of house and erection of new replacement garage, raising of part of existing roof to match existing main ridge level including new roof dormers, erection of two storey rear gable extension, external alterations to roof, main entrance and dormer windows, alterations to improve site access and internal remodelling</td>
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<td>Decision date</td>
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<td>08/07/2015</td>
<td>2015/26002</td>
<td>ARPLEY LANDFILL SITE, FORREST WAY, WARRINGTON, WA4 6YZ</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 19 (Scheme for the installation of an automated jetted wheel wash) following Appeal Reference APP/M0655/A/14/2222229.</td>
<td>Condition Discharged</td>
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<tr>
<td>09/07/2015</td>
<td>2015/25819</td>
<td>Cockhedge Shopping Centre, Cockhedge Way, Bewsey and Whitecross, Warrington, WA1 2QA</td>
<td>Advertisement ? Application for consent to display one illuminated and six non-illuminated signs.</td>
<td>Approved with Conditions</td>
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<tr>
<td>13/07/2015</td>
<td>2015/25773</td>
<td>19, HELMSLEY CLOSE, BEWSEY AND WHITECROSS, WARRINGTON, WA5 0GF</td>
<td>Householders - Proposed single storey dining room plus ground floor WC/Shower to side elevation</td>
<td>Withdrawn</td>
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<tr>
<td>23/07/2015</td>
<td>2015/25908</td>
<td>Unit 22/23, Chetham Court, Winwick Quay, Warrington</td>
<td>Change of Use - Change of use from Class B8 unit with ancillary office space to Class D2 gymnasium incorporating external alterations to facing materials.</td>
<td>Withdrawn</td>
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<tr>
<td>27/07/2015</td>
<td>2015/25924</td>
<td>BANK QUAY CLUB, GREEN STREET, BEWSEY AND WHITECROSS, WARRINGTON, WA5 1TW</td>
<td>Change of Use - Proposed Change of use of ground floor D2 use class to A1, A3 and retained D2 use.</td>
<td>Withdrawn</td>
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<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
<td>Development description</td>
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<td>10/07/2015</td>
<td>2015/25953</td>
<td>CHADWICK HOUSE, WARRINGTON ROAD, WARRINGTON, WA3 6AE</td>
<td>Full Planning - Proposed erection of a fire escape positioned on the south west external elevation</td>
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<td>14/07/2015</td>
<td>2015/25846</td>
<td>30, SANDICROFT CLOSE, BIRCHWOOD, WARRINGTON, WA3 7LA</td>
<td>Householders - Proposed garage extension to rear and rear utility room.</td>
<td>Withdrawn</td>
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<tr>
<td>23/07/2015</td>
<td>2015/25932</td>
<td>58, SANDICROFT CLOSE, BIRCHWOOD, WARRINGTON, WA3 7LA</td>
<td>TPO- Proposal to fell Sycamore tree (TPO 87) Tree has become rotten and is hollow in the centre</td>
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<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
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<td>13/07/2015</td>
<td>2015/25839</td>
<td>3A, CLAY LANE, BURTONWOOD AND WESTBROOK, WARRINGTON, WA5 4HH</td>
<td>Variation of condition - Application to vary condition 4 (Obscure Glazing &amp; Non opening windows) following previously approved application 2014/24800</td>
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<td>14/07/2015</td>
<td>2015/25994</td>
<td>60, FALCONDALE ROAD, WARRINGTON, WA2 8ND</td>
<td>Householder - Proposed single storey rear extension, partial garage conversion, internal room re-arrangement and raised garage roof</td>
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</tr>
<tr>
<td>24/07/2015</td>
<td>2015/25915</td>
<td>2, SHERWOOD CRESCENT, WARRINGTON, WA5 4PR</td>
<td>Householder - Proposed single storey front extension, extension to existing side dormer and new rear dormer</td>
<td>Approved with Conditions</td>
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<td>Decision date</td>
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<tr>
<td>07/07/2015</td>
<td>2015/25821</td>
<td>15, Kirkby Road, Culcheth, Warrington, WA3 4BS</td>
<td>Householder - Proposed part two storey, part single storey rear extension and hipped roof to existing flat roof garage</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>09/07/2015</td>
<td>2015/25781</td>
<td>9, WHITEGATE AVENUE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 5RE</td>
<td>Section 192 (Lawful Development Certificate) - Proposed rear single storey lean-to extension.</td>
<td>Approved</td>
</tr>
<tr>
<td>09/07/2015</td>
<td>2015/25788</td>
<td>JENNETS FARM, WARRINGTON ROAD, WARRINGTON, WA3 5QQ</td>
<td>Reserved Matters - Application for approval of reserved matters relating to appearance, landscaping, layout and scale following outline application 2014/25004 (Proposed building for storage of agricultural vehicles/equipment)</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>10/07/2015</td>
<td>2015/25955</td>
<td>108, KENYON LANE, CROFT, WARRINGTON, WA3 4AY</td>
<td>Householder - Proposed front porch (3.3m x 1.425), existing external walls to be rendered and new automatic gates to retained gate posts to driveway access.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>16/07/2015</td>
<td>2015/25961</td>
<td>45, THAMES ROAD, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 5DX</td>
<td>42 day Householder Prior Approval: Proposed single storey rear extension to extend by 5.4m from the rear wall, maximum height of the extension is to be 3.2m max and the height of the extension to the eaves is to be 2.5m</td>
<td>Prior Approval Not Required</td>
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<tr>
<td>20/07/2015</td>
<td>2015/25922</td>
<td>land between 53-67, Hob Hey Lane, Culcheth, WA3 4NR</td>
<td>Reserved Matters - Proposed Reserved Matters application for layout, scale, appearance and landscaping following outline approval 2013/21670</td>
<td>Withdrawn</td>
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<tr>
<td>22/07/2015</td>
<td>2015/25977</td>
<td>32, DOEFORD CLOSE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4DL</td>
<td>Householder - Proposed single storey extension to front elevation</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>22/07/2015</td>
<td>2015/25931</td>
<td>73, COMMON LANE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4HB</td>
<td>Householder - Proposed single storey kitchen extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>23/07/2015</td>
<td>2015/25905</td>
<td>2, CLAREMONT ROAD, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4NT</td>
<td>Householders - Proposal for minor alteration to the ground floor extension to provide an ensuite to previously approved planning application 2014/24689</td>
<td>Approved with Conditions</td>
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## CULCHETH, GLAZEBURY AND CROFT

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<td>24/07/2015</td>
<td>2015/26042</td>
<td>15, BROOKFIELD ROAD, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4PA</td>
<td>Full Planning - Proposed single storey extension to rear, two storey extension to side of existing dwelling, including extension of existing dormer to rear elevation.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/07/2015</td>
<td>2015/25923</td>
<td>157, BENT LANE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 5ES</td>
<td>Householder - Proposed single storey side extension</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>Decision date</td>
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<td>10/07/2015</td>
<td>2015/25849</td>
<td>324, MANCHESTER ROAD, WARRINGTON, WA1 3RE</td>
<td>Full Planning - Proposed demolition of existing detached garage/utility and replacement with larger detached garage and kitchen extension, bedroom/en-suite in roof space with dormer window &amp; roof lights and change of use from office accommodation to domestic use (Resubmission of 2015/25038)</td>
<td>Refused</td>
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<tr>
<td>14/07/2015</td>
<td>2015/25876</td>
<td>232, HALL STREET, FAIRFIELD AND HOWLEY, WARRINGTON, WA1 2BW</td>
<td>Discharge of condition - Application for approval of details reserved by conditions 3 (Details of ventilation system), 4 (Contamination), 6 (Hard Surfaces), 7 (Car Park Management Plan), 9 (Scheme of details of bicycle parking), &amp; 11 (Travel Plan)</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>16/07/2015</td>
<td>2015/25906</td>
<td>185, ORFORD LANE, FAIRFIELD AND HOWLEY, WARRINGTON, WA2 7BA</td>
<td>Full Planning - Proposed change of use of existing ground floor shop into self contained apartment</td>
<td>Refused</td>
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<tr>
<td>21/07/2015</td>
<td>2015/25964</td>
<td>43, ORFORD ROAD, WARRINGTON, WA1 3TD</td>
<td>Full Planning - Removal of existing garages and the provision of a new two-storey building to provide garaging and workshop accommodation</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>22/07/2015</td>
<td>2015/26077</td>
<td>QUADRANT HOUSE, CHURCH STREET, FAIRFIELD AND HOWLEY, WARRINGTON, WA1 2TF</td>
<td>Non-Material Amendment - Application for a non-material amendment for replacement of existing timber windows with white UPVC windows following previously approved application 2014/23050</td>
<td>Approved</td>
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<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
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<td>15/07/2015</td>
<td>2015/25866</td>
<td>137, THELWALL NEW ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2HR</td>
<td>Householders - Proposed single storey rear extension, first floor side extension and new front entrance porch</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>15/07/2015</td>
<td>2015/25848</td>
<td>58, SPRINGFIELD AVENUE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2NN</td>
<td>Householder - Proposed first floor side extension over existing ground floor extension</td>
<td>Approved with Conditions</td>
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<tr>
<td>20/07/2015</td>
<td>2015/25758</td>
<td>THE BRIDGE HOUSE, STOCKPORT ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2SZ</td>
<td>Full Planning - Proposed conversion of two existing barns into 4 dwellings and small side extension and minor alterations to farmhouse</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/07/2015</td>
<td>2015/25927</td>
<td>HEATHFIELD RESIDENTIAL HOME, ALEXANDRA ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2EL</td>
<td>Full Planning - Proposed extended entrance porch and single storey extension providing two additional bedrooms.</td>
<td>Approved with Conditions</td>
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</table>
## GREAT SANKEY SOUTH

<table>
<thead>
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<tr>
<td>13/07/2015</td>
<td>2015/26104</td>
<td>7, MALPAS DRIVE, GREAT SANKEY, WARRINGTON, WA5 1HN</td>
<td>Discharge of Condition - Condition 4 (External roof and facing materials) on previous approved application 2015/25466</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>16/07/2015</td>
<td>2015/25902</td>
<td>10, CARNABY PLACE, GREAT SANKEY, WARRINGTON, WA5 1ZH</td>
<td>Householder - Proposed single storey side/rear extension (Re-submission of previous application 2014/24572)</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
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<tr>
<td>07/07/2015</td>
<td>2015/25934</td>
<td>4, COCKFIGHT COTTAGE, RUNCORN ROAD, WALTON, WARRINGTON, WA4 6TW</td>
<td>42 Day Householder Prior Approval Proposed single storey garden room extension to extend by 6m from the rear wall, maximum height of the extension is to be 3.504m and the height of the extension to the eaves is to be 2.6m</td>
<td>Prior Approval Not Required</td>
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<tr>
<td>08/07/2015</td>
<td>2015/25777</td>
<td>SPIRE CHESHIRE HOSPITAL, FIR TREE CLOSE, STRETTON, WARRINGTON, WA4 4LU</td>
<td>Full Planning - Proposed two storey rear extension to existing hospital to provide a new endoscopy unit and construction of a conservatory within internal courtyard to the hospital.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>14/07/2015</td>
<td>2015/25899</td>
<td>TELFORD, CHESTER ROAD, WARRINGTON, WA4 5LP</td>
<td>Householder - Proposed two storey extension at side and single storey at side and rear</td>
<td>Withdrawn</td>
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<tr>
<td>23/07/2015</td>
<td>2015/25936</td>
<td>THE SHIPPON, PORCH HOUSE FARM, Runcorn Road, Walton, Warrington, Warrington, WA4 6TW</td>
<td>Tree Works - Proposed works to TPO 424 - Oak (T8) - Proposal to trim crown and make safe. Lime (T9) - Proposal to trim and make safe. Lime (T10) - Proposal to trim and make safe</td>
<td>Approved with Conditions</td>
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<tr>
<td>23/07/2015</td>
<td>2015/25996</td>
<td>3, WEST VIEW COTTAGES, NORTHWICH ROAD, STRETTON, WARRINGTON, WA4 4NZ</td>
<td>Householders - Proposed front porch</td>
<td>Approved with Conditions</td>
</tr>
<tr>
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<td>07/07/2015</td>
<td>2015/25850</td>
<td>23, Poachers Lane, Latchford, Warrington, WA4 1TP</td>
<td>Full Planning - Proposed conversion of building (use class A1) to four independent apartments</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>07/07/2015</td>
<td>2015/25857</td>
<td>2, DAVENPORT AVENUE, LATCHFORD, WARRINGTON, WA4 1SR</td>
<td>Householder - Proposed part two storey/part single storey side extension</td>
<td>Approved with Conditions</td>
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### Latchford West

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<tr>
<td>07/07/2015</td>
<td>2015/25797</td>
<td>22, IRWELL ROAD, LATCHFORD, WARRINGTON, WA4 6BA</td>
<td>Householder - Proposed double storey side extension</td>
<td>Refused</td>
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<tr>
<td>22/07/2015</td>
<td>2015/25988</td>
<td>57, RYDAL AVENUE, LATCHFORD, WARRINGTON, WA4 6AT</td>
<td>Householder - Proposed ground floor rear extension to kitchen and living room</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>24/07/2015</td>
<td>2015/26192</td>
<td>VICTORIA PARK, KNUTSFORD ROAD, WARRINGTON</td>
<td>Non-Material Amendment - Application for a non-material amendment relating to the location of externally mounted AH condensation units, to the gable of the building.</td>
<td>Approved</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<td>07/07/2015</td>
<td>2015/25999</td>
<td>6A, CHERRY LANE, LYMM, WARRINGTON, WA13 0PD</td>
<td>42 day Householder - Proposed single storey rear extension with flat roof</td>
<td>Refused</td>
</tr>
<tr>
<td>09/07/2015</td>
<td>2015/25944</td>
<td>The Dingle, Lymm, Warrington, WA13 0QR</td>
<td>Works to Tree's in a Conservation area - Proposed consent for to Fell x2 Sycamore Tree's, Crown reduction to a Sycamore tree, remove dead wood from Lime, Cut Ivy and allow to wither of Beech, Crown reduction to x2 Beech Tree's</td>
<td>Approved</td>
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<tr>
<td>13/07/2015</td>
<td>2015/26006</td>
<td>22, SANDMOOR PLACE, LYMM, WARRINGTON, WA13 0LQ</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 4 (External Roofing and Facing Materials) following Planning Approval 2015/25345.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>14/07/2015</td>
<td>2015/25874</td>
<td>86, RUSHGREEN ROAD, LYMM, WARRINGTON, WA13 9PR</td>
<td>Discharge of Condition - Proposed discharge of conditions 22 (Materials) and 28 (Piling) on previously approved application 2015/25201</td>
<td>Condition Discharged</td>
</tr>
<tr>
<td>15/07/2015</td>
<td>2015/25818</td>
<td>17 , Albany Road, Lymm, Warrington, WA13 9LU</td>
<td>Householder - Proposed two storey rear extension</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>15/07/2015</td>
<td>2015/26190</td>
<td>1, OAKLANDS DRIVE, LYMM, WARRINGTON, WA13 0NF</td>
<td>Non-Material Amendment - Proposed reduction in the width of the approved two storey side extension by 200mm, requiring adjustment to the provision of windows. 2 no. windows omitted to previously approved application 2014/24902</td>
<td>Approved</td>
</tr>
<tr>
<td>16/07/2015</td>
<td>2015/25860</td>
<td>Land to the Rear of, 18, Booths Lane, Lymm, Warrington, WA13 0PE</td>
<td>Discharge of Condition- Application for approval of details reserved by condition 1 (commencement date) 2 (tree protection) 3 (approved plans and documents) 4 (Materials) 5 (Site investigation) 6 (Site Remediation) 7 (Parking spaces) 8 (Vehicular Access) 9 (Visibility splays) 10 (replacement planting) following previously approved application 2014/23425</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>Decision date</td>
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<tr>
<td>17/07/2015</td>
<td>2015/25737</td>
<td>86, RUSHGREEN ROAD, LYMM, WARRINGTON, WA13 9PR</td>
<td>Discharge of Conditions - Application to discharge conditions 6 (Preliminary risk assessment, generic quantitative risk assessment informed by an intrusive site investigation, Remedial options appraisal all to be submitted), 7 (Remediation and verification reporting of unexpected contamination, long term monitoring and maintenance to be submitted), 8 (Piling), 9 (Foul drainage to be drained on a separate system), 10 (Surface water drainage system and means of disposal to be submitted), 19 (Full construction details of the relocated bus stop and pedestrian crossing points to be submitted), 21(New site access junction), 24(All measures to minimise carbon dioxide emission and impact of climate change), 25(Detailed assessment of noise level to be submitted), 27 (External lighting) following previously approved application 2015/25201</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>22/07/2015</td>
<td>2014/24840</td>
<td>135, HIGHER LANE, LYMM, WA13 0BU</td>
<td>Full Planning - Proposed new detached dwelling.</td>
<td>Refused</td>
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<td>23/07/2015</td>
<td>2015/25962</td>
<td>14, ASHCROFT ROAD, LYMM, WARRINGTON, WA13 9HX</td>
<td>Housholder - Proposed construction of a single storey rear extension and two storey side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>24/07/2015</td>
<td>2015/26084</td>
<td>3, BOLLIN CLOSE, LYMM, WARRINGTON, WA13 9PZ</td>
<td>Lawful Development Certificate - Proposed first floor extension to provide a bedroom and landing area</td>
<td>Refused</td>
</tr>
<tr>
<td>24/07/2015</td>
<td>2015/25933</td>
<td>76, WHITBARROW ROAD, LYMM, WARRINGTON, WA13 9BA</td>
<td>Lawful Development Certificate - Proposed single storey rear extension off original part of the dwelling and conversion of existing garage to living accomodation ancillary to the main house</td>
<td>Refused</td>
</tr>
<tr>
<td>27/07/2015</td>
<td>2015/25918</td>
<td>8, Thirlmere Drive, Lymm, Warrington, WA13 9PE</td>
<td>Householder - Proposed garage conversion and front porch extension</td>
<td>Approved with Conditions</td>
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<tr>
<td>Decision date</td>
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<td>16/07/2015</td>
<td>2015/26142</td>
<td>18, LONG LANE, ORFORD, WARRINGTON, WA2 8PS</td>
<td>Section 192 (Lawful Development Certificate) - Proposed double garage with two car parking spaces and formation of new access from Long Lane</td>
<td>Refused</td>
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<tr>
<td>23/07/2015</td>
<td>2015/25989</td>
<td>8, FERGUSON DRIVE, ORFORD, WARRINGTON, WA2 8EQ</td>
<td>Householder - Proposed single storey extension to the side of the property</td>
<td>Approved with Conditions</td>
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### PENKETH AND CUERDLEY

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<tr>
<td>08/07/2015</td>
<td>2015/26002</td>
<td>ARPLEY LANDFILL SITE, FORREST WAY, WARRINGTON, WA4 6YZ</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 19 (Scheme for the installation of an automated jetted wheel wash) following Appeal Reference APP/M0655/A/14/2222229.</td>
<td>Condition Discharged</td>
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<tr>
<td>16/07/2015</td>
<td>2015/25893</td>
<td>24, MAPLE CRESCENT, PENKETH, WARRINGTON, WA5 2LE</td>
<td>Householder - Proposed ground floor extension to provide porch, larger internal hallway and WC</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>23/07/2015</td>
<td>2015/25892</td>
<td>14, HARLYN GARDENS, PENKETH, WARRINGTON, WA5 2WB</td>
<td>Householder - Proposed single storey kitchen/garden room extension to rear elevation</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>24/07/2015</td>
<td>2015/26053</td>
<td>29, FALMOUTH DRIVE, PENKETH, WARRINGTON, WA5 2NR</td>
<td>Householder - Proposed single storey extension to side of the property</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
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<tr>
<td>08/07/2015</td>
<td>2015/25826</td>
<td>4, MARTIN AVENUE, POPLARS AND HULME, WARRINGTON, WA2 0HQ</td>
<td>Full Planning - Proposed change of use from A3 to A5 and extractor flue to the rear elevation.</td>
<td>Refused</td>
</tr>
<tr>
<td>16/07/2015</td>
<td>2014/24811</td>
<td>LAND ADJACENT TO 154, CAPESTHORNE ROAD, WARRINGTON, WA2 0JD</td>
<td>Discharge of conditions - Application for approval of details reserved by condition as per previously approved application 2013/22021 - condition 3 (bin storage) 4 (levels) 5 (footways and verges) 7 (contaminated land) 9 (roof and wall materials)</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>23/07/2015</td>
<td>2015/25908</td>
<td>Unit 22/23, Chetham Court, Winwick Quay, Warrington</td>
<td>Change of Use - Change of use from Class B8 unit with ancillary office space to Class D2 gymnasium incorporating external alterations to facing materials.</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>23/07/2015</td>
<td>2015/26003</td>
<td>14, PETWORTH AVENUE, POPLARS AND HULME, WARRINGTON, WA2 9JG</td>
<td>Householder - Proposed lounge extension to front elevation</td>
<td>Approved with Conditions</td>
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<tr>
<td>Decision date</td>
<td>Application number</td>
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<tr>
<td>22/07/2015</td>
<td>2015/25937</td>
<td>127, AVIEMORE DRIVE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA2 0TH</td>
<td>Householder - Proposed first floor side extension over garage, extend garage and rear single storey extension.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/07/2015</td>
<td>2015/25973</td>
<td>30, WELSBY CLOSE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA2 0DW</td>
<td>Householder - Proposed garage conversion, re-roofing of garage and single storey side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
<td>Development description</td>
<td>Decision type</td>
</tr>
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<tr>
<td>06/07/2015</td>
<td>2015/26067</td>
<td>19, CARPENTER GROVE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA2 0QR</td>
<td>Lawful Development Certificate - Proposed conversion of the rear part of existing garage to utility room</td>
<td>Approved</td>
</tr>
<tr>
<td>09/07/2015</td>
<td>2015/25517</td>
<td>28, LUDLOW CLOSE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA1 4LX</td>
<td>Householder - Proposed part conversion of garage space turned into extended living space.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>17/07/2015</td>
<td>2015/25864</td>
<td>560, MANCHESTER ROAD, WARRINGTON, WA1 3UA</td>
<td>Householder - Proposed First floor extension to side of property.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>20/07/2015</td>
<td>2015/25881</td>
<td>90, GREEN LANE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA1 4JL</td>
<td>Proposed replacement garage &amp; single storey extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>23/07/2015</td>
<td>2015/25769</td>
<td>LONGBARN BOWLING GREEN, HAPERS ROAD, POULTON WITH FEARNHEAD, WARRINGTON</td>
<td>Application nomination as an asset of community value</td>
<td>Approved</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
<td>Development description</td>
<td>Decision type</td>
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</tr>
<tr>
<td>09/07/2015</td>
<td>2015/25845</td>
<td>64, LINCOLN CLOSE, WOOLSTON, WARRINGTON, WA1 4LU</td>
<td>Lawful Development Certificate - Application for single storey rear extension</td>
<td>Approved</td>
</tr>
<tr>
<td>10/07/2015</td>
<td>2015/25849</td>
<td>324, MANCHESTER ROAD, WARRINGTON, WA1 3RE</td>
<td>Full Planning - Proposed demolition of existing detached garage/utility and replacement with larger detached garage and kitchen extension, bedroom/en-suite in roof space with dormer window &amp; roof lights and change of use from office accommodation to domestic use (Resubmission of 2015/25038)</td>
<td>Refused</td>
</tr>
<tr>
<td>14/07/2015</td>
<td>2015/25838</td>
<td>WOODS FARM, HOLLY BUSH LANE, RIXTON-WITH-GLAZEBROOK, WARRINGTON, WA3 6DZ</td>
<td>Full Planning - Retrospective application for agricultural building for storage of agricultural equipment</td>
<td>Approved</td>
</tr>
<tr>
<td>20/07/2015</td>
<td>2015/25887</td>
<td>CARTMEL, GLAZEBROOK LANE, RIXTON-WITH-GLAZEBROOK, WARRINGTON, WA3 5BL</td>
<td>Householder - Proposed single storey swimming pool &amp; ancillary facilities plus utility room to rear of dwelling</td>
<td>Refused</td>
</tr>
<tr>
<td>23/07/2015</td>
<td>2015/25875</td>
<td>12, LINCOLN CLOSE, WOOLSTON, WARRINGTON, WA1 4LU</td>
<td>Householder - Proposed single storey extension.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>24/07/2015</td>
<td>2015/26014</td>
<td>MERCEDES BENZ, JUNIPER LANE, WARRINGTON, WA3 6DP</td>
<td>Advertisement - Proposed erection of various illuminated and non-illuminated car dealership signage and flagpoles</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
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<td>Decision type</td>
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</tr>
<tr>
<td>09/07/2015</td>
<td>2015/25865</td>
<td>40, RAYMOND AVENUE, STOCKTON HEATH, WARRINGTON, WA4 2XE</td>
<td>TPO Works - Proposed T1 Copper Beech crown reduce by approximately 20% to increase wind and light permutation, crown lift to clear highway and garden, Protected by TPO 331</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>09/07/2015</td>
<td>2015/25855</td>
<td>81, WHITEFIELD ROAD, WARRINGTON, WA4 6NB</td>
<td>TPO - Application for works to Copper Beech tree (T2) covered by TPO number 413</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>13/07/2015</td>
<td>2015/25872</td>
<td>10, RAYMOND AVENUE, STOCKTON HEATH, WARRINGTON, WA4 2UZ</td>
<td>Householder - Proposed single storey kitchen/family room, dining room and garage extension to side and rear elevations</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>16/07/2015</td>
<td>2015/25990</td>
<td>38, BRIAN AVENUE, STOCKTON HEATH, WARRINGTON, WA4 2BG</td>
<td>Householder - Proposed pitched roof to existing flat roof extension, internal alterations to form living area from existing garage and widening of existing access</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/07/2015</td>
<td>2015/25948</td>
<td>THE COACH HOUSE, MARLBOROUGH CRESCENT, STOCKTON HEATH, WARRINGTON, WA4 2EE</td>
<td>Removal of Condition - Proposed removal of Condition 6 on approved application A02/46617 (The accommodation shall only be used in connection with and ancillary to the occupation of the existing property on the site as a single dwelling house and shall not at any time be occupied separately)</td>
<td>Approved with Conditions</td>
</tr>
</tbody>
</table>
## Westbrook

<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>23/07/2015</td>
<td>2015/25926</td>
<td>46, LADYWOOD ROAD, BURTONWOOD AND WESTBROOK, WARRINGTON, WA5 9QR</td>
<td>Householder - Proposed loft conversion creating a bedroom and an en-suite by raising the existing ridge height including a rear dormer and 4 x low profile Velux roof-lights to the front elevation.</td>
<td>Refused</td>
</tr>
</tbody>
</table>
Development Management Committee - 5th August 2015

Update Report

Item 1 - 2015/25675
HMYOI Thorn Cross, Arley Road Appleton

Additional objection received from parent of children at the school opposite raising the following points;

- Supportive of the idea of the farm shop and support the scheme in general but disappointed that proposed entrance is to be positioned opposite the school exit.
- Existing traffic issues experienced in the area and a number of "near miss" events over recent years involving children.
- Due to a severe lack of access and parking at the school site, road parking has to occur and this limits visibility.
- This coupled with the speed at which vehicles arrive around the bend from the Arley end of the village already makes traffic and pedestrian safety a major problem.
- There were many calls to reduce the road speed outside the school to 20 mph as the council has done outside the majority of Warrington Primary schools but this was not done.
- Haulage companies also use this road.
- Child safety should be considered with regard to the positioning of this access and consider the wider implication and costs for the council of then having to improve the parking and access to the primary due to the safety concerns.

Item 2

ADDITIONAL CONDITION - “Prior to the occupation of the development, the parking and turning areas to serve the development shall be laid out and surfaced in accordance with approved drawing no. 15/1129/03, and made available for use and retained as such thereafter.”

AMENDMENT TO CONDITION 2 ON PAGE 32 OF AGENDA – notwithstanding submitted plans - no permission is granted or implied for the caravan shown.

The applicant has lodged a letter having attended Penketh Parish Council on 8th July regarding their objection to the proposals. This is appended along with a support petition containing 26 signatures.

From: barry grace
Sent: 31 July 2015 11:30
To: McGlone, Andrew
Cc: Andrew Hales  
Subject: Fwd: Resident survey

Andrew,

On Wednesday night 08/07/2015 my client Mr Hales and some 9 residents of Friends Lane attended the Penketh parish council meeting.

It was a busy night with the proposed Solar Farm (off Station Road close to the Fiddlers Ferry Pub) taking up most of it with the result that the Friends Lane application was pushed to the back of the agenda.

When they did at last get the opportunity to speak it quickly became apparent, that the Parish Council objection has nothing to do with any of the nearby residents, being solely the product of one or more of the members.

It was explained to them that nobody along Friends Lane objected to the application and in fact positively welcomed it (Mr Hales has during the past two weeks canvassed a wider area of residents in Liverpool Road, Edward Road and Henderson Close) - the preliminary findings for Friends Lane are attached below.

They were asked if, in light of the evidence before them, would they consider withdrawing the objection but were informed that it was too late to do so.

I find this hard to believe since, in my experience, objections have been registered within a couple of days of the date for a decision so why not a withdrawal?

In view of the evidence produced I would maintain that there is no validity in the objection that we have seen and would request that the application be considered for approval.

I also understand that Mr Hales proposes to speak at the Development Control Committee and is contacting them to that effect.

Regards,

Barry C Grace.

From: Andrew

Subject: Re: Resident survey

Date: 15 July 2015 18:49:33 BST

To: Grace Barry

Reply-To: Andrew Hales

Barry,
I have attached the planning survey from the residents AFFECTED from friends lane (who in my view would potentially be affected as living opposite or nearby), I will endeavour to continue are survey further down the lane and beyond.

Regards,  Andy
PLANNING APPLICATION 2015/25661, FRIENDS LANE STABLES:
PROPOSED CHANGE OF USE FROM PRIVATE STABLING TO TEACHING ON A ONE TO ONE
BASIS OF HORSE RIDING AND CARRIAGE DRIVING (HORSE DRAWN) TOGETHER WITH A 6
METRE EXTENSION TO THE HARDSTANDING
FOR MANOEVERABILITY WITHIN THE CAR PARKING AREA.

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<tr>
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</thead>
<tbody>
<tr>
<td>20 Friends Lane</td>
<td>Rene Miller</td>
<td></td>
<td>For</td>
<td>No</td>
</tr>
<tr>
<td>24 Friery Lane</td>
<td>Andrew Moore</td>
<td></td>
<td>For</td>
<td>No</td>
</tr>
<tr>
<td>5 Meeting Lane</td>
<td>DD MARKS</td>
<td></td>
<td>For</td>
<td>No</td>
</tr>
<tr>
<td>6 Friends Lane</td>
<td>Dean Ashcroft</td>
<td></td>
<td>For</td>
<td>No</td>
</tr>
<tr>
<td>1 Friends Lane</td>
<td>S Hodgson</td>
<td></td>
<td>For</td>
<td>No</td>
</tr>
<tr>
<td>14 Friends Lane</td>
<td>D Anderson</td>
<td></td>
<td>For</td>
<td>No</td>
</tr>
</tbody>
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<tr>
<td>16 friends lane</td>
<td>Sue Evans</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>18 friends lane</td>
<td>Ian Milroy</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>18 friends lane</td>
<td>Milroy</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>42 LARCH AVENUE</td>
<td>Milroy</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>42 LARCH AVENUE</td>
<td>Rostrom</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>22 friends lane</td>
<td>Sue Parsonage</td>
<td></td>
<td>for</td>
<td>None at all.</td>
</tr>
<tr>
<td>26 friends lane</td>
<td>Lee Rostrom</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>96 Friends lane</td>
<td>Laura Milroy</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>2 THE GOOD OAKS</td>
<td>Lisa Hacon</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>BROADACK HOUSE</td>
<td>Sue Parsonage</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>LAURENCE FARM</td>
<td>Josh Phillips</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td>NABURENUM PARK</td>
<td>Barry Rodgers</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td></td>
<td>Walter Scott</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
<tr>
<td></td>
<td>Jane Scott</td>
<td></td>
<td>for</td>
<td>NONE</td>
</tr>
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PLANNING APPLICATION 2015/25661, FRIENDS LANE STABLES:
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<tr>
<td>2 Friends Lane</td>
<td>D.J. Boyce</td>
<td></td>
<td>For</td>
<td>No</td>
</tr>
<tr>
<td>4 Friends Lane</td>
<td>E. O’Meara</td>
<td>E. O’Meara</td>
<td>For</td>
<td>None.</td>
</tr>
<tr>
<td>8 Friends Lane</td>
<td>A. Hennessy</td>
<td></td>
<td>For</td>
<td>No</td>
</tr>
<tr>
<td>10 Friends Lane</td>
<td>K. Moulson</td>
<td>K. Moulson</td>
<td>For</td>
<td>No.</td>
</tr>
<tr>
<td>10 Friends Lane</td>
<td>L. Moulson</td>
<td></td>
<td>For</td>
<td>No.</td>
</tr>
<tr>
<td>12 Friends Lane</td>
<td>S. Wardworth</td>
<td></td>
<td>For</td>
<td>None.</td>
</tr>
</tbody>
</table>
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<tbody>
<tr>
<td>THE NAGS, LAGHAM LANE</td>
<td>C. STRANGE</td>
<td>L. A. STRANGE</td>
<td>FOR</td>
<td>NO</td>
</tr>
</tbody>
</table>
The applicant’s agent has submitted comments in response to the report.

The agent states that she has knowledge of the building and whilst it is attractive, it is only locally listed and could be altered, reskinned or have windows installed without the need for planning permission under Class E of the GPDO.

The site has excellent sustainability in terms of its location and would result in the reuse of an underused attractive building and on this basis, the Parish Council should be supportive of the application.

In terms of the heritage aspects of the scheme, confirmation is requested that the site is not in a Conservation Area and is not a designated heritage asset.

The report refers to policy advice in respect of ‘designated heritage assets’ whereas this locally listed building is a non-designated heritage asset and para 135 would apply. Para 135 requires the LPA to make ‘a balanced judgement …having regard to the scale of any harm or loss and the significance of the heritage asset’.

Impact on Heritage Asset
Policy in respect of conserving and enhancing the historic environment is contained in paragraphs 126 to 141. Paragraphs 128 and 131 provide advice on determining planning applications.

Paragraph 129 requires LPA’s to ‘…assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset)… They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.’

Paragraph 131 requires the LPA to take account of the following;

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Para 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
Para135 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Policy QE8 requires that the fabric and setting of heritage assets are appropriately protected and enhanced in accordance with the principles set out in national planning policy.

The property that is the subject of this application is a locally listed building. The property has no statutory designation. The existing buildings make a positive contribution to the character and distinctiveness of the local area.

It is considered that the proposed development would not result in harm to the locally listed structures. The development will improve the appearance of the front of the building by reducing the size of the double garage door and will make best use of the existing materials of construction, by reusing those materials to create an extension to the property. The works to secure the structure of the building to allow the conversion will ensure the future use and retention of the outbuilding and would be consistent with the conservation of the building.

Due to the juxtaposition of the property with existing residential properties, it is considered to be expedient to withdraw permitted development rights for the new property.

Item 6

View from Heritage-qualified Officer

- would agree that although the property is in the conservation area, it is of no particular architectural or historic merit and I would say has a 'neutral' impact on the character and appearance of the conservation area, particularly given its location within the plot

- there is, however, a slightly unusual mixture of building styles here and the garage does rather dominate the principal elevation, which is going to make any improvements to the front of the house appear relatively insignificant

Item 7

Condition 2 updated to refer to revised plan.

Conditions 3, 4, and 5 amended in response to Highways consultation response.

The consultation response of the Highways Department has been received. Following a previous highway response dated 22nd July 2015 for the New Horizons School/Pupil Referral Unit at Fallowfield Grove, the applicant has submitted additional information and a revised proposed site layout plan (revision no. 6).
The applicant has confirmed that the existing site holds up to 8 pupils at any one time. The proposed development would serve different aged pupils with a maximum of 16 pupils in the new mobile classroom each day. However, pupils only attend the referral unit for either a morning or an afternoon as they attend their own school for the other half day. Therefore, there would only be up to 8 additional pupils on site at any given time for the development.

Each child is dropped off and collected either by a member of the school support staff at the host school or a parent/guardian. The morning pupils are collected before lunch time and the afternoon pupils are dropped off after lunch, as all pupils have lunch at their host school, so there would be no point at which the two sessions and pupils cross over. The existing pick-up and drop-off arrangements should not change for the development and there should not be a significant increase in vehicle trips or parking demand at these times due to the small number of pupils attending the site. The planning condition for the car parking management strategy previously requested is therefore no longer required, but the Travel Plan and cycle/motorcycle parking conditions are still needed.

The revised site plan shows 21 appropriately sized car parking spaces, including one disabled bay and adequate vehicle manoeuvring space, which accords with the Council’s parking standards for the whole site with the development in place. There is also a mini-bus drop off area adjacent to the footpath which directly links the new mobile classroom with the pedestrian access gate into the site. A planning condition is required for the car park to be marked out on site as shown on this amended site plan.

The revised site layout plan (revision 6) is acceptable to WBC Highways and there is no highway objection to the proposals subject to the following planning conditions:

“Prior to first occupation of the proposed development, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the School Travel Plan has been implemented in accordance with the approved details, and shall be retained as such thereafter unless otherwise agreed in writing with the Local Planning Authority.”

“Prior to the occupation of the development, the car parking and turning areas to serve the development shall be laid out and surfaced in accordance with the approved drawing (revision no. 6), and made available for use and retained as such thereafter.”

“Prior to the occupation of the development, details of a scheme of cycle and motorcycle parking to serve the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall not be
occupied until the cycle and motorcycle parking facilities have been provided in accordance with the approved details and shall be retained as such thereafter.”