29 September 2015

Development Management Committee

Wednesday, 7 October 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.
<table>
<thead>
<tr>
<th>Item</th>
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<tbody>
<tr>
<td>3. <strong>Minutes</strong></td>
<td>1</td>
</tr>
<tr>
<td>To confirm the minutes of the meeting held on 16 September 2015 as a correct record.</td>
<td></td>
</tr>
<tr>
<td>4. <strong>Planning Applications (Main Plans List)</strong></td>
<td>Attached as a separate document</td>
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<tr>
<td>Report of the Executive Director Economic Regeneration, Growth and Environment</td>
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</table>

### 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

16 September 2015

Present:  Councillor J Richards (Chairman)
          Councillors B Barr, P Carey, A Heaver, D Keane, L Murphy, S Parish (Substituting for L Morgan), J Wheeler and S Wright

DM39  Apologies for Absence

Apologies for absence were received from Councillors T McCarthy, L Morgan and S Woodyatt.

DM40  Code of Conduct – Declarations of Interest

<table>
<thead>
<tr>
<th>Councillor</th>
<th>Minute</th>
<th>Reason</th>
<th>Action</th>
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<tbody>
<tr>
<td>J Wheeler</td>
<td>DM43</td>
<td>Councillor Wheeler was the ward member and a member of Appleton Parish Council.</td>
<td>Councilor Wheeler had not taken part in previous discussions on the issue and had not formed an opinion on the matter.</td>
</tr>
<tr>
<td>B Barr</td>
<td>DM45</td>
<td>Councillor Barr was the ward member for the area.</td>
<td>Councilor Barr would stand down from the meeting and speak as a member of the public.</td>
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DM41  Minutes

Resolved,

That the minutes of the meeting held on 26 August 2015 were agreed as a correct record and signed by the Chairman.

DM42  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.
DM43 2015/26031 – SIROCCO, Mustard Lane, Croft, Warrington, WA3 7BG

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

One representation was heard in support of the application

Members considered the information set out in the update report.

Resolved,

That the application 2015/26031 be approved subject to conditions as recommended.

DM44 2015/26062 – Land within Warrington Town Centre bounded by Academy Street, Academy Way, Bank Street, Moulders Lane, Bridge Street, Union Street Horrocks Lane, Warrington.

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

One representation was heard in support of the application.

Members considered the information set out in the update report.

Resolved,

That the application 2015/26062 be deferred to allow submission of visualisation of the proposed building from more a more distant street scene perspective and public vantage points samples of proposed external materials to be seen by Development Management Committee Members prior to re-consideration.

DM45 2015/26126 – Cherry Lane Farm, Cherry Lane, Lymm, Warrington, WA13 0NU

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

Representations were heard both in support and against the application.

Members considered the information set out in the update report.

Resolved,

That the application 2015/26126 be refused based on the visual amenity and impact on character of the area and visual amenity of neighbours including
visual impact of increased roof height as well as unsuitable/inadequate parking provision.

**DM46 2015/26144 – Shaw Street Recreation Ground, Shaw Street, Culcheth and Glazebury, Warrington, WA3 5SH**

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

One representation was heard in favour of the application.

Resolved,

That the application 2015/26144 be approved subject to conditions as set out in the report.

**DM47 2015/26202 – Land Adjacent to Sevenoaks, Old Pewterspear Lane, Appleton, Warrington, WA4 5NH**

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

One representation was heard against the application.

Members considered the information set out in the update report.

Resolved,

That the application 2015/26202 be refused based on overdevelopment of the plot, harm to character and appearance of the area by way of over-intensive/overbearing and over dominant development.

Signed……………………………

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

**Wednesday 7th October 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>
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<tbody>
<tr>
<td>1</td>
<td>3</td>
<td>2015/25351</td>
<td>Two Acre Caravan Park, Warrington Road, Walton, Warrington</td>
<td>Refuse</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Planning - Proposed permanent retention of use of land as a gypsy residential caravan site for 24 permanent pitches, with a total of 31 caravans, including the retention of hardstanding, day room/site office and four amenity buildings</td>
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<tr>
<td>2</td>
<td>23</td>
<td>2015/25601</td>
<td>Land at, 42, Chapel Road, Penketh, Warrington, WA5 2NP</td>
<td>Approve</td>
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<td>Full Planning - Proposed construction of a four bedroom detached house (Amended Plans received)</td>
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<tr>
<td>3</td>
<td>45</td>
<td>2015/26193</td>
<td>Penketh Library, Honiton Way, Penketh, Warrington, WA5 2EY</td>
<td>Approve</td>
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<td>Full Planning - Proposed replacement of existing WW1, WW2 and recent conflicts plaques. The WW1 plaque is be cleaned and re-bronzed and laquered</td>
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<tr>
<td>4</td>
<td>54</td>
<td>2015/26251</td>
<td>Land to rear of Williams Tarr, Bridge Road, Woolston, Warrington</td>
<td>Approve</td>
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<td></td>
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<td></td>
<td>Change of use - Proposed change of use at land at Bridge Road for the development of a storage container rental facility (Use Class B8) for 56 containers.</td>
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5  70  2015/26281  Ex Green Lane Community Special School, Green Lane, Poulton-With-Fearnhead, Warrington, WA1 4JL
Approve
Full Planning - Proposed construction of two sheds for storage purposes

6  81  2015/26420  33, Lady Lane, Croft, Warrington, WA3 7AY
Approve
Full Planning - Retrospective change of use to domestic garden and proposed construction of new workshop/carport
ITEM 1

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2015/25351</th>
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<tbody>
<tr>
<td>Location:</td>
<td>Two Acre Caravan Park, Warrington Road, Walton, Warrington</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 permanent retention of use of land as a gypsy residential caravan site for 24 permanent pitches, with a total of 31 caravans, including the retention of hardstanding, day room/site office and four amenity buildings</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>14-May-2015</td>
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<tr>
<td>Applicant:</td>
<td>Mr Smith</td>
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<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>08-Jul-2015</td>
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**Reason for Referral**

The Executive Director of Economic Regeneration, Growth and Environment regards it to be expedient to refer the matter, due to the nature of the proposed development.

**Human Rights**

The courts have held that in planning matters - as there are inherent measures to protect an individual’s interests - it is unlikely that a planning decision is likely to result in such an impact that the harm caused is disproportionate to the goal to be achieved. This application should be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants [and those third parties, including local residents, who have made representations] have the right to a fair hearing and to this end full consideration is given to their comments. Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person’s home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Local Plan Core Strategy for Warrington, the Strategic Director for Economic Regeneration, Growth and Environment has concludes that some rights conferred by these Articles on the applicant(s)/objectors/residents and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes
that any restriction on these rights posed by refusal of the application is proportionate to the wider harm and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Site

The application site relates to an existing unauthorised gypsy traveller site which is located within the Green Belt as defined by the Local Plan Core Strategy Policies Map. The site is located to the south of the village of Higher Walton which is a Green Belt Village and designated as a Conservation Area. The adjacent Walton Bridge is a Grade II Listed Building. The south-eastern boundary is defined by the Bridgewater Canal while the north western boundary is adjoined by the A 56/highway verge. The site is accessed from Warrington Road via a barrier controlled access.

Description

The application site has a lengthy history of temporary consents for a gypsy accommodation. The most recent temporary permission expired in December 2014 and therefore the application site is now unauthorised. Notwithstanding this, the site has expanded beyond what was approved on a temporary basis. Prior to the expiration of the temporary consent planning permission was sought to vary the temporary permission to essentially retain the site on a permanent basis. That application was refused for numerous reasons.

This current application proposes the permanent retention of this unauthorised gypsy caravan site. Following concern received by the LPA with regard to the level of information provided with the original submission, amended plans and additional supporting information has been submitted. These were received on 7th September 2015.

The amended proposal is for 24 permanent pitches. The plans show that there would be a total of 33 caravans provided on the site (12 mobile homes and 21 touring caravans). A total of 4 amenity buildings are proposed and the scheme includes the provision of a day room. The site is to be accessed off Warrington Road with a barrier controlled access. The scheme also includes car parking spaces, for each plot, turning areas, a storage yard and a play area. The site is predominantly laid to hardstanding.

Policies

Warrington Local Plan Core Strategy

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 SN3 – Accommodation Needs of Gypsies and Travellers and Travelling Showpeople
Policy QE6 – Environment and Amenity Protection
Policy QE7 – Ensuring a High Quality Place
Policy QE8 – Historic Environment
Policy MP1 – General Transport Principles
Policy CC2 – Protecting the Countryside

Other Policy/Guidance
Planning Policy for traveller sites (August 2015)
Chief Planning Officer Letter – Green Belt protection and intentional unauthorised development (31st August 2015)
Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA)

Relevant History

2014/24509 - Removal of Condition - Application for removal of Condition 1 (Time period of permission), Condition 2 (Occupation restriction) and Condition 6 (Size of additional caravans) following planning approval A01/44414 – refused – 05/11/14.

2005/06156 - Proposed change to previously approved layout use of land to South West corner of existing site, for external parking, storage and erection of 11 amenity buildings – refused – 13/10/05.

2004/03363 - Removal of condition 1 (Time Limit of 4 years) attached to planning permission A01/44414 – approved for additional 10 year temporary period – 15/12/04.

A01/44414 - Renewal of temporary permission for the gypsy caravan site for a maximum of 15 families with 22 caravans – approved – 29/05/02.

A01/43162 - Variation of condition 3 (99/40467) to limit the size of 7 additional caravans only – approved – 08/08/01.

99/40467 - Variation of condition 5 to allow 22 caravans (present number is 15) and alteration to screen fence – approved – 15/11/00

96/35048 - Outline application for residential caravan park (gypsy site) including ancillary toilets. (15 vans & 2 toilet blocks in total) – refused – allowed on appeal 1997.

Responses to consultation

Cllr Paul Kennedy –
Additional comments dated 16th September 2015 - I note the changes indicated in the revised application dated 3 September 2015, in response to the Council’s request dated 8 July 2015. By and large the comments made in my submission dated 22 May 2015 still stand, and I remain concerned regarding overcrowding of the site. I would also re-iterate that I can see no detail in this application of a case being made that outweighs the harm to the
Green Belt and that constitutes the very special circumstances needed to justify approval of this application, and that permanency would overturn a condition made in the most recent permission given back in 2004, Reference 2004/03363, and indeed in previous permissions, that the land would be restored to its former condition, namely, grazing land. (comments dated 16th September 2015)

Original comments dated 22nd May 2015 - I would firstly like to say, that the application has been submitted in such a way to give the impression that all that is being asked for is permanency for what already exists. If that is the case, then what is currently on the site is in serious breach of previous planning permissions, which limited the site to 15 families and 22 caravans - this application seeks permission for 27 families and 35 caravans, and represents a massive scaling up of the site. It is also worth noting that the temporary planning permission (2004/03363) expired in December 2014, the site is therefore currently being occupied without a valid permission.

My position in relation to all planning applications is always that a Mr Smith of Warrington Road and a Mr Smith of any other road in the Borough of Warrington should be treated no differently to each other, and that their lifestyle choices should neither be of benefit or detriment to them when they submit a planning application, and that it should be considered solely in line with all relevant policies.

Further to previous temporary approvals, it is an accepted fact that the site constitutes an inappropriate development in the Green Belt and that at some time in the future the land should, be restored to its former condition – grazing land. I can see no detail in this application of a case being made that outweighs the harm to the Green Belt and that constitutes the very special circumstances needed to justify approval of the application.

The application gives no indication of the number of persons who currently reside on the site, nor are how many likely to reside on the site in the future. The site is of a limited size and not possible to be expanded because of its enclosed location, although an attempt was made, which resulted in a visit by a WBC enforcement officer to stop the embankment of the Chester Road from being excavated. The original approval restricted occupation to 15 families, albeit that the term “family” has not been defined. In order for WBC to allow 27 families on the site, it must be entirely satisfied that it would not lead to overcrowding of the site and a detrimental effect on the wellbeing of the residents. To underline this matter, Mr Brown, the applicant’s Agent, in a previous application for a lesser number of families to the 27 in this application, describes the facilities as adequate, it is therefore accepted that with a growth in the resident population those facilities would become inadequate, and therefore unacceptable. There also needs to be an impact assessment, including that of social cohesion, in the increased population on an area with a relatively small settled population in the immediate vicinity.

Presumably, in imposing a limit of 22 caravans when WBC approved applications 99/40447, A01/44414 and 2004/03363, they considered 22
caravans to be the safe capacity for the site. This application seeks approval for 35 caravans, however it is not at all clear from the application or the site plan provided, what is a caravan. The site plans shows 23 touring caravans and 12 mobile homes – of varying sizes. Does the application mean that at some stage an additional 12 touring caravans will be moved on to the site? Or, is the application actually seeking permission for 35 pitches, or indeed 27 pitches as that number is mentioned in Mr Brown’s letter of 14 May 2015, with each pitch comprising a mobile home and a touring caravan, if so the site layout plan as submitted is incorrect. This application should have included a current site layout plan, unless of course the current and the proposed plans are one and the same, in which case the site is in serious breach of previous planning permissions, albeit that they have now expired.

In order for WBC to permit 35 caravans, or 27/35 pitches as previously described, whichever is correct, but all which represent a massive scaling up of the site, they must be entirely satisfied that it would not lead to overcrowding of the site and a detrimental effect on the wellbeing of residents, both on the site and in the immediate area of Higher Walton.

It should also be noted that provision is being made for at least two vehicles per family with additional space for visitor’s vehicles. Given the application is for 27 families, that is a minimum of 54 vehicles, being an increase of 24 vehicles (previous approvals were for 15 families = 30 vehicles), and as such represents a very obvious safety issue on the site as well as a material increase of traffic on Warrington Road.

In summing up, I can see no detail in this application of a case being made that outweighs the harm to the Green Belt and that constitutes the very special circumstances needed to justify approval of this application; which is seeking the permanent retention of use of land as a residential caravan site for 27 families, with a total of 35 caravans, including the retention of hardstanding, day room/site office and three amenity buildings.

Unless the Case Officer rejects the application under delegated officer authority, given the nature of the application and the public interest, I would respectfully request that this application be determined by the Development Control Committee and that in order to help the Committee reach a decision, might I suggest that a site visit takes place.

Walton Parish Council – None received

Housing – No response received

Cheshire Police – No response received

Highways – No objection subject to conditions.

Environmental Protection – As previously advised any Site License issued in compliance of The Caravan Sites and Control of Development Act 1960 would have attached Site Licensing Conditions. Such conditions relate to the density and space between caravans, roads, gateways, footpaths etc. The amended
plans as presented are un-useable in determining the distance between each mobile home and/or touring caravan; distance from the boundary line, width of road etc.

United Utilities – Draw attention to sustainable means of drainage and note sewer crossing site.

Responses to Notification

15 letters of objection received from nearby residents, the salient points being:
- increase in size of site
- inappropriate development in Green Belt
- use of word retention is misleading as site was temporary
- extent of development is out of place
- application does not show very special circumstances
- Site is small and overcrowded
- Site was sold as grazing land in a conservation area
- Proposal will increase traffic to an unacceptable level – existing issues on bridge and through village
- Will change character of village
- Businesses run from site which will increase
- Impact on road safety
- Overbearing development
- No services and facilities near to the site
- Residency for 18years is no reason to grant planning permission
- Amenity buildings have never had planning permission
- No details of drainage
- Impact on conservation area – contrary to QE8
- Site is clearly visible from public vantage points
- Nothing changed from previous application
- Is there enough room for residents, children
- All residents, not just applicants require access to education, medical services
- LPA needs to find 56 pitches urgently
- Serious safety concern
- Insufficient details contained within application

Observations

Principle of Development
The application site is located within the Green Belt as defined by the Local Plan Core Strategy Proposals Map. Policy CS5 states that development proposals within the Green Belt will be approved where they accord with relevant national policy. The National Planning Policy Framework (NPPF), states that the construction of new buildings within the Green Belt will be regarded as inappropriate development. However, paragraphs 89 and 90, identifies exceptions where development need not be considered to be inappropriate development. The change of use of land or the provision of a gypsy/traveler site is not identified as being an exception to inappropriate
development in the Green Belt. Policy E contained within the Planning Policy for traveller sites document (August 2015), reaffirms that inappropriate development in the Green Belt should not be approved except in very special circumstances and confirms that such sites are inappropriate development.

The proposal is therefore inappropriate development in the Green Belt in the first instance and is therefore, by definition, harmful to the Green Belt as confirmed by paragraph 87 of the NPPF and should not be approved except in very special circumstances. Substantial weight is attached to the harm caused to the Green Belt by reason of inappropriate development.

Policy SN3 of the Local Plan Core Strategy highlights that until the process of site allocations is complete, the LPA should approve such applications provided there is an identified need for the site and they accord with national policy and, inter alia, they do not constitute inappropriate development in the Green Belt unless they can be justified by very special circumstances.

Before considering whether very special circumstances exist it is necessary to determine whether any additional harm is caused to the Green Belt, or other harm, which would need to be weighed in the balance.

Impact on Openness of Green Belt
Openness is harmed through the occupation of space where land was previously undeveloped. The application proposes the permanent retention of unauthorised caravans, and associated infrastructure, on the site. In addition to the siting of a total of 33 caravans, the proposal includes the provision of 4 amenity buildings, one office building, significant areas of hardstanding, fencing surrounding the site and other ancillary structures. The proposed development would cause significant harm on the openness of the Green Belt. The proposals due to the existence of these structures would have a significantly greater impact on openness than the undeveloped site as was prior to the occupation of these structures.

The previous temporary permissions on the site (and the refused 2014 application) were for a total of 22 caravans (15 mobile and 7 touring caravans) and consumed a much smaller portion of the wider site than is now proposed. The increase in caravans and the area covered by the proposed development therefore has a greater impact on the openness of the Green belt than previously considered.

The undoubted loss of openness to Green Belt resulting from this development adds further substantial Green Belt harm which weights against the development.

Impact on Purposes of including land in Green Belt
Policy CS5 identifies that there are four purposes of the Green Belt pertinent to Warrington, as follows:
- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment; and
• To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

The application proposes the permanent use of the site as a gypsy traveler site. The site has been approved previously on a temporary basis, however these have expired and the existing development is unauthorised. The temporary consents were on the basis that the land would return to its previous site condition. Given the amount of land involved in the proposal and the nature of the application proposals the development would result in a significant urbanising effect of the countryside. The proposal would be a significant addition to the built fabric of the settlement of Higher Walton. The proposals would therefore lead to a significant encroachment into the countryside, contrary to the purposes of including the land in the Green Belt. As detailed above the extent of encroachment is greater than previously considered under previous applications.

**Design Considerations**

Policy CC2 states that development proposals in the countryside will be supported where, inter alia, the detailed siting and design of the development relates satisfactorily to its rural setting, in terms of scale, layout and materials, respect the local landscape character, and they relate to a local enterprise. Policy QE7 states that development should reinforce local distinctiveness and enhance the character, appearance and function of the local area; harmonise with the existing building, and; maintain and respect the landscape character and distinctiveness of the countryside. Policy SN3 states that sites should be designed to integrate into the wider landscape. National Guidance contained within the Planning policy for traveler sites states in paragraph 26 that weight will be given to sites which are well planned or soft landscaped to positively enhance the environment, and not enclosing sites so much.

Clearly, there are substantial concerns raised above with regard to the impact on the openness of the green belt and harm resulting from encroachment, and visual amenity impact. The cluttered and intensive nature of the site, which comprises a mixture of semi-permanent buildings, touring caravans, fencing/walls, hardstanding and vehicles would cause undue harm to the character and appearance of the countryside. The site is visible from Warrington Road, including the Grade II Listed bridge, and the adjacent canal path and does not contribute positively to the rural setting. The proposals are clearly at odds with rural character of the area and as such would fail to harmonise with the character and appearance of countryside.

The application proposals provide little by way of green space, the proposal is predominantly hard standing from the site entrance through to the storage yard to the rear of the site, with the exception of a proposed play area. This sea of hardstanding, along with the number of units proposed and the associated car/commercial parking would lead to a very intensive form of development which would be unbroken across the site. This would be at odds with the pattern of development of the area causing significant demonstrable harm. No attempt has been made to lessen or soften the extent of development proposed and the scheme fails to integrate into its wider
landscape, and is a negative addition to the landscape
The nature of the proposals are such that they undoubtedly cause visual harm to the Green Belt through the proliferation of caravans, ancillary structures, fencing, hardstanding, private vehicles and other appurtenances. While the site is relatively well screened from Chester Road it is clearly visible from Warrington Road (from the Listed Bridge) and the adjacent canal and towpath. This adds additional significant visual harm to the Green Belt.

The proposals would be contrary to the provision of Policy CS1, QE7, CC2 and SN3 of the LPCS and paragraph 26 of the PPTS, in respect of its design and impact on the surrounding area.

Residential Amenity
The National Planning Policy Framework states that planning should seek to secure a good standard of amenity for all existing and future occupants. Core Strategy Policy CS1 identifies the need to safeguard public amenity, while QE6 identifies that consideration should be had to the need to respect 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. Policy SN3 states that site should be served by adequate on-site services including water supply, power, drainage, sewage disposal, and waste disposal facilities, and also be compatible with surrounding land uses particularly with regards to residential amenity.

Concern has been raised by the Councils Environmental Protection Officer on the basis of the level of information that has been provided. Notwithstanding this, the amended plans show that the caravans appear to be appropriately spaced between each other and between pitches (6m), and also from the site boundaries (2m). The scheme includes the provision of amenity buildings, and the amended scheme now includes a 4th building to serve the southern element of the site. Ultimately it would be for any site licence to determine whether any additional structures would be required.

The application proposals provide little by way of amenity space or green space within the scheme, with the exception of the provision of a play area, which is a new addition. The lack of amenity space within the scheme has been exacerbated by the intensive nature of the proposed development. While there are no standards on what amenity space should be provided, the now cancelled “Designing Gypsy and Traveller Sites – Good Practice Guide” advised that family pitches should be capable of providing a small garden area. It is therefore considered that the proposal would have a detrimental impact on the amenity of future occupants of the site through a substandard provision in the level of external amenity space for each unit.

Highways
The site is currently in use as a caravan site and this application would increase the number of caravans. The existing site access junction would remain unchanged for the development and has adequate highway visibility. The site access route between the public highway and the caravans is
approximately 6m wide and can accommodate two-way traffic. The revised site plan submitted by the applicant shows an indicative internal site access route 5m wide that could also accommodate two-way traffic. The applicant states that emergency vehicles would be able to turn around within the site. It is recommended that the Fire Service is consulted on the application as the turning head shown on the revised site plan may not be large enough to facilitate a fire engine. It would be sufficient for cars and transit vans to turn around.

The revised site plan shows that there would be 24 pitches on the site accommodating a total of 31 caravans. Each pitch, apart from number 15, would have 2 parking spaces and there would also be 4 additional spaces adjacent to the storage yard. Pitch 1 would have a further 2 spaces. There are no specific parking standards for caravan sites but this level of parking is considered to be reasonable for the use of the site. There would be adequate vehicle manoeuvring space to access the parking spaces.

The applicant has confirmed that no commercial vehicles other than transit type vans would be allowed to be parked overnight on the site and that a planning condition for this, and a limit of one commercial vehicle per pitch, would be acceptable. As each parking space shown would be of size 2.5m x 5m, this would be agreed by WBC Highways provided that the size of each commercial vehicle was limited to transit vans not exceeding 6m in length. Due to the layout of the spaces shown on the plan it would be possible to accommodate vehicles of this length but no longer. This condition would need to be applied permanently, not just overnight, to ensure there would be no larger vehicles present on site during the day. A further condition would be required to limit the number of caravans on the site to 31 to ensure there would not be a significant increase in site parking demand. The site parking and access layout as shown on the amended site plan should also be secured via a condition. On this basis, there would be no highway objection to the proposal subject to these conditions.

**Advanced Very Special Circumstances**

The onus is placed on the applicants to demonstrate that very special circumstances exist that clearly outweighs all of the identified harm. The application has been supported by two short supporting letters to justify the case for the proposed development.

The applicant has cited as very special circumstances the fact that the circumstances that justified the original permission have not ceased to apply but have become self-perpetuating on account of the fact that many of the young children who were on the site when it was first occupied are now young adults with children of their own, and it would be unreasonable to expect a thriving community to leave their home after 18 years.

The applicants' agent has also cited the need for and provision of gypsy sites to be weighed in the balance. They cite that a minimum of 56 residential pitches should be provided between 2007 and 2027 and only 4 permanent pitches have been permitted so far. They consider that there is a dearth of
suitable, available and affordable urban land and that it is inconceivable that new gypsy sites will be found other than within the Green belt. It is also stated that urban sites have been found to be highly unpopular for local residents and unviable. They go on to state that the applicants brothers site in Orton (presumably Orford) has proved to be unpopular and unviable. The submission states that the site is a complete community with the majority of occupants being closely related to the site owners.

In terms of personal circumstances the submission states that there are 15 children living on the site with 3 having Special Educational Needs and their continued attendance at the school is dependent on having a settled base. It is also stated that these children also have medical problems.

There are 3 mothers on site expecting babies and they require regular access to GP’s. It is also stated that one occupant suffers from heart disease and arthritis; one with heart disease, arthritis, diabetes, and kidney problems; and one occupant with diabetes and amputated toes.

It is also advanced that the site is Policy SN3 compliant.

The supporting documentation concludes that:

“The proposal constitutes inappropriate development in a Green Belt, and inevitably reduces openness and, to a limited extent, encroaches into the countryside. Substantial weight must be attributed to this harm to the Green Belt. However, on the other side of the Green Belt balance, there is the substantial unmet need for traveller sites in the Borough; the absence of alternative sites; the lack of progress in meeting the identified need through the development plan process; the likelihood that sites will have to be found in the Green Belt to meet the identified need; the substantial contribution that would be made by permanent retention of Two Acre Park towards meeting the identified need; the site residents’ personal and long-standing need for lawful accommodation on this site where they are able to access health services and schooling for their children; and the “best interests” of the children living on the site (see AZ v. Secretary of State and South Gloucestershire District Council ). Clearly, after 18 years, the upheaval and upset caused by having to relocate would be an unreasonable burden on families resident on Two Acre Park, and the above-mentioned factors clearly outweigh harm to the Green Belt and constitute the very special circumstances needed to justify approval.”

**Balancing Exercise**

The PPTS (Aug 2015) identifies the criteria to which such planning applications should be considered (which includes need, availability, personal circumstances, local criteria). The PPTS confirms that traveller sites (both temporary and permanent) in the Green Belt are inappropriate development, and as such should not be approved except in very special circumstances. Very Special Circumstances need to outweigh all harm identified. The harm as a result of loss of openness, encroachment into the countryside and visual
harm have also all been attributed substantial weight in recent decisions, and the same weight to these issues are attached in this instance. There is additional slight harm caused by way of a substandard level of amenity for future occupants. As detailed herewith, the harm caused by the development substantial and for a number of reasons. The proposal is for a more intensive and substantive scheme than has previously been submitted for at this site and the additional harm resulting from the development is therefore greater than has been weighed in the balance on previous occasions.

There is an accepted identified unmet need for additional sites for gypsies & travellers and travelling showpeople within WBC. Policy SN3 identifies a need for 56 additional pitches for gypsies and travellers. However, the recently completed Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (which includes Warrington) indicates that this need is for 35 pitches for the plan period. The application proposals for 24 pitches would clearly go some way to addressing this unmet need.

The applicant has cited as very special circumstances the fact that the circumstances that justified the original permission have not ceased to apply but have become self-perpetuating on account of the fact that many of the young children who were on the site when it was first occupied are now young adults with children of their own who are in school; that there is a dearth of suitable, available and affordable urban land; that all of the temporary pitches are in the Green Belt; that it is inconceivable that new sites for gypsies & travellers will be found outside of the Green Belt and that proposals in the urban area have proved to be unpopular with local residents and unviable (examples of proposals in Orford have both been granted planning consent, albeit that one has now lapsed).

However, limited evidence has been provided to justify these assertions. While, it is a fact that all of the current sites with temporary pitches in the Borough are located in the Green Belt it has not been substantiated that there is a lack of sites in the urban area or that it is inconceivable that new sites for gypsies & travellers will be found outside of the Green Belt.

The Council have recently identified a site in the Inner Warrington area for the location of two plots for two families of travelling showpeople who currently occupy an unauthorised site. In addition, the Council are in the process of identifying a transit site for between 10 to 15 pitches for gypsy & travellers that will not be in the Green Belt. What is more the two sites that are referred to in Orford both received planning consent (A02/45630 and 2008/13366). Therefore, it is incorrect to say that there is a lack of sites in the urban area or that new sites simply will not be found outside of the Green Belt. The information highlighted clearly suggests that there are sites available in the urban area.

Since the consideration of the previous refused application at this site, the Government has amended its Planning Policy for traveller sites document (August 2015). Paragraph 27 of that document states that “if a local planning
authority cannot demonstrate an up-to-date 5 year supply of deliverable sites, this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary permission”. However, this policy relates to sites which are not located within the Green Belt. Paragraph 16 states that “Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances”.

In the opinion of the Local Planning Authority, the applicants have not substantiated its assertions that there are no sites available in the urban area and that only sites in the Green Belt are viable, and as such minimal weight in favour can be attached to this. It is acknowledged that the identification and the delivery of sites has been slow, and that there has been little progress on this matter. However work on this matter is ongoing and sustainable sites will be identified in the future. This does not justify the development of a Green Belt site – indeed paragraph 17 of the PPTS states that Green Belt boundaries should be altered only in exceptional circumstances, and that any alteration to a Green Belt boundary (to accommodate a site) should only be done through the plan making process and not as a result of a planning application. Limited weight is therefore attached to lack of progress on this matter.

In the light of the new revised national planning policy position outlined above, the material considerations advanced by the applicant with regard to unmet need, the best interests of the children and the cited personal circumstances are afforded less weight than considered in previous applications. Moderate weight is attached to each of these matters.

The final strand of the very special circumstances advanced is upheaval and upset caused through the relocation of a community which has been established for 18 years. Again, moderate weight in favour of the development is attached to this upheaval. However, it is reiterated that this application is for a development of a greater scale than previously temporarily approved and/or considered, and that the site has expanded (prior to expiration of the previous temporary consent) without the benefit of planning permission.

In the light of the above it is clear that the very special circumstances have not been advanced which clearly demonstrate that the harm caused by the development is clearly outweighed by other considerations.

Consideration of whether a temporary consent would be justified
Although not applied for, it is considered that it would be proportionate to consider whether a further temporary consent would be justified.

As a temporary development the proposals would remain inappropriate development, and the harm caused to the Green Belt would remain, albeit on a more temporary basis. All harm caused to the Green Belt would remain substantial and weighs against the development. Again, it is reiterated that the application as submitted could have a far greater impact on openness and
visual harm to the Green Belt than previously approved/considered through greater site coverage and number of units proposed.

In the Grappenhall Lodge decision the SoS observed that in view of the substantial and urgent need for sites in Warrington, in considering the case for temporary permission, he attributed significant weight to the absence of a five year supply of sites. Notwithstanding this, the Grappenhall Lodge appeal preceded the updated PPTS (Aug 2015). As detailed above, the PPTS confirms that need is a significant material consideration when considering applications for the grant of temporary planning permission. But goes on the state that “the exception is where the proposal is on land designated as Green Belt”. Therefore there has been a material policy shift at a national level since that appeal was considered.

Similar to the assessment for permanent consent account was taken of the personal circumstances of the families currently living on the site. However, the inspector undertook a rigorous assessment of each individual families circumstances in order to come to a view about the weight that could be attached to the personal circumstances. It is also important to note that the SoS limited the number of families on the site to less than those deemed appropriate by the Inspector as the personal circumstances for all five families in that instance would not outweigh the harm that would be caused on a temporary basis. The PPTS also confirms that personal circumstances will not amount to very special circumstances.

As with the consideration of the permanent consent, the other considerations have not been substantiated, or cannot be afforded the weight in favour previously attached. It is therefore considered that the very special circumstances have not been demonstrated on a temporary basis.

**Summary**
The proposal is considered to be inappropriate development in the Green Belt and very special circumstances do not exist to demonstrate that the harm to the Green Belt by reason of inappropriateness, and other harm (including loss of openness, encroachment, design/impact on countryside, and residential amenity) would clearly be outweighed by other considerations.

**Recommendation**

Refuse

**Reasons**

1. The application proposals represent inappropriate development in the Green Belt which is, by definition, harmful to the Green Belt and weighs substantially against the development. Additional harm is caused to the Green Belt through the significant loss of openness, and encroachment into the countryside. This additional harm to the Green Belt weighs substantially against the proposed development. In addition it is considered that the design proposed development would cause
significant harm to the character and appearance of the area as outlined in reason 2, to which significant weight should be attached; and also harm to the amenity of future occupants of the development, as outlined in reason 3, to which moderate weight should be attached. While material considerations have been advanced by the applicant it is not considered that these amount to the necessary very special circumstances exist which would clearly outweigh all the harm to the Green Belt which has been identified. The proposals would therefore be contrary to Policies CS1, CS5, SN3, QE6, QE7 and CC2 of the Local Plan Core Strategy, the National Planning Policy Framework, and the Planning Policy for traveller sites (August 2015).

2. In the opinion of the Local Planning Authority, the application proposals would cause demonstrable harm to the character and appearance of the countryside. The significant extent of hardstanding proposed, coupled with the number of units, ancillary structures, car parking and fencing would amount to an intensive form of development would be completely at odds with its rural setting. It is considered that the development fails to harmonise and integrate satisfactorily into its rural setting or enhance the environment. The proposal would therefore cause unacceptable harm to the character and appearance of the surrounding rural area. The proposals would therefore be contrary to Policies CS1, QE7, CC2 and SN3 of the Local Plan Core Strategy and advice contained within the National Planning Policy Framework.

3. The application proposals would result in an intensive and cramped residential environment which fails to provide an appropriate level of open space and amenity space for occupants of the proposed development. The substandard of level of amenity/open space would be detrimental to the amenity enjoyed by occupants of the proposed development. The proposals would therefore be contrary to Policies CS1, QE6 and SN3 of the Local Plan Core Strategy and advice contained within the National Planning Policy Framework and the Planning Policy for traveller sites (August 2015).

**Informatives**

1. The application proposals represent inappropriate development in the Green Belt which can only be considered to be acceptable where very special circumstances exist to outweigh the harm. Such very special circumstances have not been demonstrated and the proposals are therefore considered to be unsustainable. Following concerns raised through the consultation process the applicants agent was approached to provide additional information. The LPA has acted in accordance with the provisions of the NPPF.

2. The refusal relates to the forms and documents received by the LPA on 11th September 2014 and the following plans:
Location Plan
Site Layout Plan (Received 7th September 2015)
Day Room Floor Plan and Elevations
Amenity Block 1 Floor Plan and Elevations
Amenity Block 2 Floor Plan and Elevations
Amenity Block 3 Floor Plan and Elevation
Appendix 1 – Site Photographs

Site Entrance (image from Google Streetview ©)

Limited views into site from A56 (image from Google Streetview ©)
View of site from Warrington Road (image from Google Streetview ©)
Appendix 2 – Proposed Plans

Site layout as proposed

Previously approved temporary site layout (not for consideration)
ITEM 2

Application Number: 2015/25601
Location: Land at, 42, Chapel Road, Penketh, Warrington, WA5 2NP
Ward: Penketh And Cuerdley
Development: Full Planning - Proposed construction of a four bedroom detached house (Amended Plans received)
Date Registered: 10-Jun-2015
Applicant: Mr Wall
8/13/16 Week Expiry Date: 04-Aug-2015

Reason for Referral to Committee

The Parish Council have objected to the application and the officer recommendation is one of approval.

The application was previously reported to the PASC on 13/5/2015. It became apparent at the meeting, following representations from a neighbour that the boundary of the application site, with number 40 Chapel Road, was not reflected accurately in the application documents and the Members were advised that the application was invalid. The application was deferred to allow the applicant to provide information required to make the application valid.

The application was amended to reflect the correct site boundaries / land ownership and was reported back to the Committee on the 15/7/2015. The Committee deferred the application on the grounds that the applicant should provide a street scene view of the proposed dwelling. This was to allow Members to further consider the height, scale and size of the proposed dwelling in relation to site boundaries and neighbouring properties.

The applicant has submitted a street scene drawing for Members to consider. A revised site layout plan has also been produced which indicates that the car parking spaces on the front drive are in front of the proposed building line of the new house.

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 applicant has, following discussions with his neighbour, submitted a revised red site outline plan which accurately reflects land ownerships and the extent of the development site.

The amended plan indicates that the plot width has reduced by between 1.45 and 1.6 metres.

Full planning permission is being sought for the erection of a four bedroom detached house. Outline consent has previously been granted on the site. The details of this full application are as follows:

- **Construction:** Pitched Concrete Marley Plain Tiled Roof. External walls in facing brick [reclaimed Cheshire] and part rendered. Brick soldier course above windows and door openings and stone cills under the windows. Front and side elevations will have brick quoin features.
- **Fenestration:** PvcU in white and double glazing.
- **Access:** Block Paving drive and porous surface for car parking spaces.
- **Boundary:** Post and Panel fencing 1.8m high front wall, front wall in brick 0.6m high.
- The proposed development would necessitate the removal of part of the side extension of 42 Chapel Road to facilitate the development.

The application site is located on Chapel Road and currently comprises the side garden of number 42 Chapel Road, which is a two storey locally listed property, with a single storey side extension.

Number 42 is set back from the road, behind a lawned area and a hedge. This is an established residential area.

**Relevant Planning History**

2014/24156 – Outline planning for a detached house with all matters reserved for future approval. Approved subject to conditions.

2014/23818 - Outline Planning - Proposed application for Outline Planning for a four bedroom detached house with all matters reserved. Withdrawn.

2010/15813 - Proposed two storey rear extension and roof alterations to annexe to form pitched roof. Withdrawn.
87/19603 – Outline application for the erection of one dwelling. Refused. Reason for Refusal:

‘The erection of a new dwelling on this site would detract from the aspect and setting of the old cottage alongside, and would adversely affect the character and appearance of this established part of Chapel Road.’

80/10215 – Erection of two storey extension to provide lounge and bedroom, single storey extension to provide store. Approved with conditions.


Planning Policies

National Planning Policy Framework

Para 49 – housing applications should be considered in the context of the presumption in favour of sustainable development.

Para 56 – Good design is a key aspect of sustainable development and should contribute positively to making places better for people.

Para 135- 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.

Para 137 - 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.

Local Plan Core Strategy

CS1- Overall Spatial Strategy – Delivering Sustainable Development.
SN1 – Distribution and Nature of New Housing
QE8 – Historic Environment
QE6 – Environment and Amenity Protection
QE7 – Ensuring a High Quality Place

Supplementary Planning Documents

Design & Construction SPD
WBC Parking standards for new development SPD

Notification Responses

Parish Council have objected to the scheme on the following grounds;
  • Proposal is very imposing and is not in keeping with the historic cottage next door.
In the outline planning, the applicant states that he wants to recreate the original plot in keeping with Greystone cottage. This plan is far larger than the original cottages on the site and will over shadow the neighbouring historic cottage.

- Loss of open green space which is paramount within Penketh
- Over development and massing of the area.

Neighbours – 3 letters of objection received from two neighbours. Grounds of objection;

Development Management Committee on September 18, members requested that any new house on the plot should have no more than three bedrooms. Members also asked for any future plan to go back before the Development Management Committee for consideration.

Loss of light and overshadowing to neighbour as result of two storey rear projection proposed as part of the new dwelling adversely affecting residential amenity.

Chapel Road is a bus route and suffers from extreme congestion during the morning and afternoon school runs. There are two primary schools, Penketh South and St Vincent’s, within a few hundred yards of the site. A four bedroomed house will create and attract additional traffic to an already busy road.

Photographs of the traffic conditions immediately outside the development site submitted.

The proposed new build will affect the roadside view of the locally listed Greystone Cottage (42 Chapel Road). The cottage is at least 300 years old and is one of the most historic and important buildings in the area. It will be dwarfed by the size of the proposed new home. In addition, the attractive view of the cottage, approaching from the east, will be lost if this plan is approved (photographs of the present roadside view of the site submitted).

The buildings to removed / modified are single storey and are setback from the frontage and as such the scale and appearance of the proposed development will be significant on the street scene.

The proposed orientation of the two story building will overlook the rear of neighbouring property and will have a negative effect on current privacy.

A soakway has been indicated in the rear lawn area. No information has been provided to the detail the source or quantity of the discharge to the ground at this point.

In association no levels have been indicated on finished ground levels as they can impact on the migration of the ground water to the surrounding area.

No details have been submitted in relation to the single storey building which is being modified. This building should be included and considered as part of this application.
I note that the proposal will be constructed under the CDM regulations (now 2015) and as such due consideration should be made for access and deliveries as the area is subject to high traffic volumes and pedestrians during school time.

Consultation Responses

Environmental Protection

No objections subject to conditions regarding contaminated land site preparatory works and a site working hours informative.

Highways

Further to the previous highway response dated 1st May 2015, the applicant has submitted an amended revised proposed site layout plan (same date and drawing no. as the previous plan now superseded).

There are two existing vehicle access points (an in/out driveway arrangement) serving 42 Chapel Road via vehicular crossings with dropped kerbs. One access would be retained to serve the existing dwelling under the proposals and the other used to serve the proposed dwelling as shown on the amended proposed site plan (drawing no. RW/PA/02/15 submitted on 9th June 2015). The plan shows that the accesses would be approximately 10m apart and both would be widened and incorporate new junction radii. The new dwelling access would be 4.5m wide and the existing dwelling access 6m wide. A planning condition would be required for the applicant to provide full construction details of the amended site accesses. The plan shows that a 0.6m high wall would be provided along the site frontage between the two accesses. The footway adjacent to the site is approximately 3m wide and adequate highway visibility splays can be achieved within the adopted highway for both accesses. The proposed site access arrangements for both the new and existing dwellings are acceptable.

The Council’s parking standards require 3 allocated car parking spaces for a 4 bedroom dwelling plus a visitor parking space. The existing driveway could accommodate 5 spaces for the existing dwelling which is sufficient. The amended site plan shows that 3 spaces could be accommodated on the site frontage for the new dwelling, although the spaces numbered 2 and 3 would have to be positioned a bit closer to the highway to allow sufficient vehicle manoeuvring room. Block paving is shown for space number 1 and a porous surface for spaces 2 and 3. The porous surface must be hard surfaced to ensure that it is suitable to accommodate parked cars. The details of the proposed surfacing for the site frontage can be secured via a planning condition.

There would not be adequate room for cars to be able to turn around within the site to avoid reversing movements onto the highway. Although an on-site turning facility would be preferable, the proposed site parking arrangement
reflects that of other dwellings in the vicinity on Chapel Road.

The integral garage for the new dwelling has internal dimensions of 3.5 x 5.2m and is therefore too small to be counted as a parking space in accordance with the parking standards (minimum dimensions are 7 x 3m or 6 x 3.5m). However, it could accommodate a car if it was not used for storage purposes. There should be adequate on-street capacity on Chapel Road to accommodate visitor parking for the proposal most of the time, but not within school pick-up and drop-off times due to the close proximity of the school. As such periods are of relatively short duration, the parking provision for the development is considered to be acceptable. Conditions are recommended relating to the provision of car parking spaces and the construction details of the access.

Ecology

Whilst the building to be demolished has been assessed as low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Arborist

The following comments in respect of trees on the site were provided as part of the earlier outline application and are considered to be relevant to this application.

The application is for a garden 'in-fill' development on a plot between two existing dwellings in a sub-urban part of Penketh. There is a semi-mature pine tree on the site that will need to be removed to facilitate the scheme. There is also a semi-mature ash tree and various shrubs on the road frontage that may need to be removed for a new access to be formed.

The site is not within a Conservation Area and the trees on the site are not protected by Tree Preservation Orders. The Pine tree, although clearly a well-established ‘feature’ garden tree, does not merit a Preservation Order. The tree is set back from the road, is a little unbalanced and is not in context with other mature trees in the vicinity. Space for future development of the tree is limited even without the planned-for new development. The tree is not of particularly high local amenity value.

The ash tree is multi-stemmed and has poor form and shape. It has limited space to develop to full maturity and its multi-stemmed development precludes the tree developing better form as it matures. This tree does not merit a TPO.

Therefore there are no objections to the application on arboricultural grounds. Any trees removed to facilitate the development should be compensated for by requiring planting of new trees. Suitable trees would be smaller ‘garden’ tree varieties such as Robinia or Rowan.
Observations

Principle of Development
The site lies within an existing urban area where there is no specific allocation which would preclude housing development.

Policy SN1 of the emerging CS guides the nature and distribution of new housing within the Borough. Outside of Inner Warrington, the Council are guided to support proposals which provide a solution to environmental or social problems associated with a site; or present an opportunity to widen the type, size and affordability of available housing, through reference to need evidenced by the Council, in sustainable locations which are well served by existing infrastructure; or support the delivery of or help create the density of population to support the operation of neighbourhood hubs and local shops and services. This plot is considered to clearly fall within the confines of existing urban fabric and it is considered to comprise a small-scale, low impact infill plot. It lies close to arterial routes and is accessible to services. The location is considered to be sustainable. The NPPF points to a presumption in favour of sustainable development.

Outline consent has already been granted for a dwelling on this site which has established the principle of residential development. The proposal is considered to be consistent with housing objectives within the Core Strategy (CS).

Impact on Heritage Asset
This report has been prepared by the Planning Officer with conservation qualifications.

A locally listed building is categorised in the NPPF as a non-designated heritage asset. The NPPF requires LPA’s to take into account the effect of an application on the significance of a non-designated heritage asset in determining the application. It is necessary to undertake a balanced judgement in respect of the scale of any harm or loss and the significance of the heritage asset.

Number 42 Chapel Road historically formed a group with three terraced properties to the east of the site, which was previously known as; Cobblers Square, Gandy’s Row or Gandy’s Cottages. Number 42 was known as Greystone Cottage and formed part of a separate group of three cottages which was eventually subsumed into the current property (see photographs at Appendix 2)

The property currently stands in spacious grounds with a large single storey outrigger that has little architectural or historic connection with the principal building on the site. The property is set back from the established building line of this part of Chapel Road. The locally listed building retains a simple vernacular appearance, with a dual pitched roof, single ridge line and a small open porch. The windows are of non-traditional design, and the identity of the original three cottages is no longer discernible.
The applicant has submitted a plan circa 1964 which indicates that a terrace of three cottages previously occupied the application site. The cottages were located at 90 degrees to Chapel Road, with the gable end of the terrace immediately adjacent to the back of pavement and the principal elevation facing west, overlooking the front garden of number 42 Chapel Road. The terrace projected beyond the front and rear building lines of number 40 Chapel Road. It is understood that the terrace was demolished in the 1960’s. Photographic evidence would appear to indicate that the cottages were separated from number 42 Chapel Road by a boundary hedge and had their own curtilage [See Appendix 2].

The area previously occupied by the terraced cottages now forms the driveway to the existing garaging to number 42 Chapel Road.

The current application is a full application rather than an outline application as previously approved. It is proposed to construct the new property to maintain the building line of the adjacent pair of semi-detached properties on the south side of Chapel Road. Views of the locally listed building when approaching from the east would only be marginally infringed, and would have significantly less impact on the setting of the Locally Listed building, than the former terrace. The re-introduction of a development on the original footprint of the cottages is considered to be undesirable as it would have a negative impact on the amenities of the occupiers of number 40 Chapel Road, although it should be noted, this property was contemporary with the 3 terraced cottages.

The view of the heritage asset when approaching the site from the east is across the existing vehicular access to number 42 Chapel Road, a view which historically has been impeded by the row of three cottages. It will be necessary to retain an access to the site in order to serve the new property. The proposal would therefore have a neutral impact on the existing setting of the heritage asset. The elements of the setting that make a positive contribution to the significance of the asset i.e. the views from the west and north across the existing front garden of number 42, would remain the same.

It is considered that the significance of the locally listed building has been adversely affected by; the loss of the terrace of cottages to the east, with which it historically would have formed an interesting group in the street scene; the modern interventions into the fabric of the building and the scale and design of modern extensions to the property.

The partial demolition of an outbuilding which is of modern construction would have a positive impact on the setting of the locally listed structure, as its proportions and architectural detailing do not reflect that of the original building. In all other respects, the impact of the scheme on the significance of the heritage asset and its setting is considered to be neutral and complies with policy QE8 of the Core Strategy.
Residential Amenity
The proposed dwelling is located within the site to avoid detriment to the amenity of adjacent residents. The nearest residential property at the rear (which is at 90 degrees to the proposed property would be approximately 21 metres from the rear of the proposed house as shown on the submitted plans.

The new house would have a front building line to match that of the adjacent properties. At the rear, the development would line up with the neighbours conservatory extension. The rearward projection of the gable would be offset from the side boundary with the neighbour by 4 metres. This would negate any over bearing impact on the adjacent property or breach of the 45 degree guidance used as a way of assessing impact.

It is considered that the siting of the proposed dwelling would not result in unacceptable impacts to residential amenity or loss of privacy to adjoining residents having regard to policy QE6 of the Core Strategy.

Design & visual amenity
The local area has varied housing types and a strong, distinctive vernacular which includes features such as headers, cills and other architectural detailing. Quoins and/or part render, part brickwork, are noticeable characteristics within the local area. The quality of design detailed in this full application is considered to be relatively high. The proposed scheme incorporates a render and brick finish with quoin, header and cill detailing.

The eaves line is broken up by two half dormer windows providing similar architectural detailing to that on properties 34 and 36 Chapel Road. The design also incorporates a front gable which also replicates the design of more recent infill developments on Chapel Road.

The scale and massing of the new property would be similar to the adjacent and more recent infill properties on Chapel Road and would be broken up by a varied roof line, external chimney and variation in materials.

The proposed development would not adversely affect the local area in respect of its character and appearance in accordance with policy QE7 of the Core Strategy.

The proposal would result in a partial loss of the front garden area of the existing property. It has limited value in terms of visual amenity and has no public access. Whilst an area of garden land would be lost, its visual merits alone are considered to be insufficient to warrant its retention. Sufficient garden area remains to maintain the visual attractiveness of the street scene and the setting of the locally listed building.

The applicant has provided an amended drawing which indicates that replacement tree planting will be provided in the rear garden.

The applicant has produced a street scene view of the proposed dwelling in the context of the existing development. The drawing indicates that the scale and massing of the proposed building would be commensurate with the
existing properties on this part of Chapel Road. The properties 34 to 36 Chapel Road are taller than the other properties on this stretch of road being of traditional villa proportions.

The drawing also shows how the appearance of the building has taken certain design cues from neighbouring buildings, for example, the front gable replicates the gable detail on numbers 34 and 36 Chapel Road. The brick/render construction with quoins reflect the construction of the adjacent properties at 38 and 40 Chapel Road.

Highways
3 parking spaces are required for a 4 bed property in accordance with the Council’s adopted parking standards plus visitor parking space.

The integral garage proposed has been amended to a size of 3.5m x 6m. However the Council’s parking standards state that a garage will only account for half a space as they are less likely to be used for parking. 3 parking spaces are proposed to the front of the property shown on the submitted drawing (as amended).

The 3 parking spaces proposed to the front of the property together with the integral garage result in a provision of 3.5 spaces (when considered against the Council’s parking standards). Although this is a slight shortfall it is not considered that this would result in severe highway impacts based on the existing on street parking provision and the proposal is the parking provision is therefore considered acceptable.

Summary
The principle of a new dwelling on this site has been established by the outline permission granted in 2014. It is considered that the detailed scheme submitted with this full application is acceptable in terms of relationship to locally listed building and residential amenity of adjacent residents. Appropriate design, appearance and materials of construction are proposed and are considered to be acceptable.

Amended plans received to address parking provision as well as the street scene elevations are considered to have addressed the outstanding issues and the application is recommended for approval.

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

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 7/4/2015 and 2/9/2015 and 20/8/2015
(b) Submitted drawing No's RW/PA//01/15 received on 20/08/2015 & RW/PA/02/15 received on 20/08/2015 and RW/ PA/03/15 received on 2/9/2015.

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 occupation of the building hereby approved a bin storage scheme shall be submitted to and approved by the Local Planning Authority. The approved bin storage scheme shall be implemented prior to first use/occupation of the development hereby approved and thereafter retained.

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

4. 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.

5. Prior to the occupation of the development, a plan showing the provision of three car parking spaces, vehicle manoeuvring areas and hard surfacing on the site frontage to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The dwelling shall not be occupied until the parking and vehicle manoeuvring areas have been laid out and hard surfaced in accordance with the approved details, and made available for use and
4. None of the building(s) hereby approved shall 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 development shall commence until the following conditions have been satisfied and discharged by the LPA and written approval to commence development works has been issued by the LPA. All requirements to be completed in accordance with the following guidance references: CLR11 (Environment Agency/DEFRA, 2004); BS10175 (British Standards Institution, 2011); C665 (CIRIA, 2007).

A: CHARACTERISATION: With specific consideration to human health, controlled waters and wider environmental factors, the following must be provided (as required) to fully characterise the site in terms of potential risk to sensitive receptors:

- Preliminary Risk Assessment (PRA or Desk Study)
- Intrusive Site Investigation
- Generic Quantitative Risk Assessment (GQRA)
- Detailed Quantitative Risk Assessment (DQRA)
- Remedial Options Appraisal

PRA is the minimum requirement. DQRA only to be submitted if GQRA findings require it. The investigation(s) and risk assessment(s) must be undertaken by competent persons and all findings must form the subject of a written report.

B: SUBMISSION OF A REMEDIATION & VERIFICATION SCHEME: If required by Section A, a remediation scheme must be agreed with the LPA to ensure the site is suitable for the intended use and mitigate risks to human health, controlled waters and environmental receptors. Proposals should be derived from the Remedial Options Appraisal and form the subject of a written Remediation & Verification Strategy Report, detailing proposed remediation measures/objectives and how proposed remedial measures are to be verified/validated. All must be agreed in writing with the LPA.
Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with Policy QE6 of the Local Plan Core Strategy and Paragraph 121 of the National Planning Policy Framework. A pre-commencement condition is imposed as it is imperative that all human risks are considered at an early stage and that plans and proposals properly consider these matters from the outset.

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: Policy REP8 of the adopted Local Plan (23 January 2006); Policy QE6 of the Submitted Local Plan Core Strategy (September 2012); Paragraph 121 of the National Planning Policy Framework (March 2012), and Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

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

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

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

10. Prior to the commencement of development details of the finished floor levels of all buildings and structures (including roadways and footways) on the site shall be submitted to and approved in writing by the LPA; thereafter the development shall be constructed to the approved levels.

Reason: In the interests of amenity having regard to policies QE6 and QE7 of the Core Strategy,

11. The buildings, or part thereof (including slab level) shown with dashed lines on plan No RW/AW/02/15 and dated 02/07/15 shall be demolished, and all associated building material removed from the site, prior to the erection of residential development hereby approved. A demolition scheme including the resultant treatment to the side elevation/roof to the outbuildings, and land to which the demolition relates, shall be submitted to and approved by the Local Planning Authority at reserved matters stage. The approved demolition scheme shall be fully implemented.

Reason: In the interests of visual amenity and the setting of the locally listed building and to accord with Policies QE6, QE7 and QE8 of the Local Plan Core Strategy and Chapter 12 of the National Planning Policy Framework.

12. Prior to the commencement of the development, full construction details of the two amended vehicular accesses, including kerbing and tactile paving, shall be submitted to and approved in writing by the Local Planning Authority. The amended vehicular accesses shall be implemented in accordance with the approved details, and made available for use prior to first occupation of the development and retained as such thereafter.

Reason: To ensure safe and adequate vehicular access can be achieved for the development and to protect highway safety for pedestrians, including school children, using the footway adjacent to the site on Chapel Road.

13. During the first planting season following the commencement of
development hereby approved the landscaping details as indicated on the approved plans shall be carried out to the satisfaction of the local planning authority. Any trees, plants or shrubs so planted which die or are felled, uprooted, willfully damaged or destroyed within five years of 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.

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. This is not a condition - 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
4. The applicant should be advised that a Road Opening Permit needs to be obtained to provide the two amended vehicular accesses to Chapel Road. An application form can be obtained from the following link on the Council’s website: http://www.warrington.gov.uk/downloads/file/1724/dropped_crossing_information_pack_and_application_form which should be completed and emailed to highwaymaintenance@warrington.gov.uk along with any queries following the discharge of the planning condition requesting full construction details for the site accesses. For further information please telephone the Highway Maintenance Team on 01925 442505.

5. Whilst the building to be demolished has been assessed as low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.
Appendix 1 – Drawings

Amended Site Layout Plan Showing modified car parking spaces.

Street scene
Appendix 2 – Photographs of Site

View of application site looking south.

View of 42 Chapel Road – [Locally Listed Building] form proposed drive.
View of rear of adjacent property 40 Chapel Road

Historic Plan dated 1967- Shows location of terraced cottages
Historic Photograph showing location of Cottages
DEVELOPMENT CONTROL COMMITTEE DATE: 07th October 2015

ITEM 3

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2015/26193</th>
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<tbody>
<tr>
<td>Location:</td>
<td>Penketh Library, Honiton Way, Penketh, Warrington, WA5 2EY</td>
</tr>
<tr>
<td>Ward:</td>
<td>Penketh And Cuerdley</td>
</tr>
<tr>
<td>Development:</td>
<td>Full Planning - Proposed replacement of existing WW1, WW2 and recent conflicts plaques. The WW1 plaque is to be cleaned and rebronzed and laquered.</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>23-Jul-2015</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Kathryn Brennan</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>16-Sep-2015</td>
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**Human Rights**

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

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

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

**Reason for Referral to Committee**

The Council have an interest in the site.

**Site and Proposals**

Full Planning Permission is sought for the following works to the Memorial Plaques at Penketh library;

- The WW1 plaque to be cleaned and refinished
- The WW2 and recent conflicts plaques [2 in number] to be replaced to match the WW1 plaque.

The plaques are located on the eastern side of Penketh Library, adjacent to...
the car park area. There is a landscaped strip between the building and the car park. The library building forms part of a quadrangle, with commercial buildings on three sides, grouped around a car park. Vehicular access is off Honiton Way.

The WW2 and later conflicts plaque are constructed from poor quality materials and have deteriorated, with some of the lettering falling off the plaque.

Neither the plaques, nor the building to which they are attached are listed, nor are they in a Conservation Area.

Planning History

None relevant to this application.

Planning Policies

National Planning Policy Framework
Para 126 – relates to the conservation and enhancement of the historic environment.

Local Plan Core Strategy
Policy QE8 – Historic Environment

Supplementary Planning Documents

Construction and Design

Notification Responses

Neighbours – No comments to date

Parish Council – No comments to date

Representatives of Penketh Parish Council, Penketh British Legion, St Mary’s Sankey and Penketh High school have discussed the plaques at their annual Remembrance Sunday Parade service. The Council were asked to assist the Parish and the British Legion to have the required works to the plaques undertaken. Meetings and discussions have taken place both with the above groups and individual groups have had discussions with their own members. All works, including the wording on the memorials has been discussed and agreed with the interested parties.

Consultation Responses

War Memorials Trust – no comments to date.

Democratic Services – no comments to date.
Observations

Principle of Development
Two of the memorial plaques are exhibiting sign of deterioration and the third, the bronze plaque is difficult to read due to the accumulation of dirt on the front of the plaque. The WW2 plaque and later conflicts plaque have shiny pvc covering which reflect the light also making them difficult to read. The latter two plaques are of poor quality and do not reflect their cultural importance.

The following methodology of work to the existing bronze plaque has been provided. The retention of the plaque on site would avoid any possibility of the plaque being misplaced.

The cleaning and refinishing of the works will be carried out by an experienced contractor. The works are also based on advice on the cleaning of memorials by the War Memorials Trust.

Methodology for works;
The existing bronze plaque would be retained on site. The plaque would be cleaned using the DOFF ThermaTech steam cleaning system. The plaque would then be dried and a thin layer of paste wax would be applied. Once the wax is dried it would be buffed with a soft cloth or buffing pad.
The Therma Tech system removes pollutants and dirt build up using water sprays. The system combines high temperature and pressure with low water volume to provide a superheated liquid spray.

An application has been made to the War Memorials Trust for assistance in funding the project. Funding is unlikely to be forthcoming for the WW2 plaque as the Trust have already contributed to the replacement of an identical plaque at St Marys Church, which has the same names as this plaque. In addition, the recent conflict plaque has been erected within the last 15 years and the Trust do not fund works on memorials that are less than 15 years old. The Trust will consider partial funding of the restoration work on the on the WW1 plaque subject to application. The Parish will also be funding the works.

Heritage Impact

Whilst neither the plaques nor the building are listed, it is considered that these memorial plaques are part of the cultural heritage of the local area. The plaques make an important contribution to the character of the area and they should be conserved in a manner appropriate to their significance.

A photographic record of the plaques has been made and submitted as part of this application, this will ensure that the replacement plaques will be replicated correctly. The WW2 plaque will be slightly modified, the following inscription at the base of the plaque will be removed;

“This plaque was unveiled by Mr L S A Murdoch, branch president of the Royal British legion, on 1st March, 2000.”
The proposed works will result in an enhancement to the plaques and should help sustain their significance and ensure their future retention. In this regard, the proposal would comply with para 126 of the NPPF and policy QE8 of the Warrington Core Strategy.

**Recommendation**

This application is recommended for approval 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 23/7/2015, 18/9/2015
   (b) Submitted drawing No's:
       Site Location Plan dated 21/7/2015
       Existing and Proposed Palque details, received on 23/7/2015.

   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. The development shall be carried out in accordance with the methodology provided by Mr David Senior on the 18/9/2015.

   Reason: To safeguard the character and appearance of these memorial plaques in accordance with the NPPF and Policy QE8 of the Warrington Core Strategy.
Appendix 1 – Drawings

Site Location Plan

Proposed replacement plaques

IN MEMORY OF THE FALLEN OF PENKETH, SANKEY AND CUERDLEY DURING THE SECOND WORLD WAR 1939 - 1945

WILLIS ACOMB          GEORGE M. EDEN          DOMINICK A. SHERLOCK
HERBERT M. ATHERTON   THOMAS GALLimore       ALBERT SKELHORN
JOHN IL BAIL          JOHN H. HAUGHTON       ALFRED SMITH
JACK BISHAW           GEORGE A. EIBERT        JOHN A. SMITH
ERIC G. BISHOP        JUNIPER F. HUGHES     ALLEN G. STONE
STANLEY BODEN          KENNETH W. HURLEY    HAROLD L. TYNAN
ALFRED BRUMLELOW       DONALD T. JACKSON    FREDERICK VOWLES
JOHN COGAN            ERNEST JAMES         RONALD A. WABING
GEORGE DAVIES         ERNEST LIECH          WILLIAM S. WHALLEY
ARTHUR DOBSON          THOMAS R.C. PROFFITT  CHARLES WHITFIELD
REGINALD DOBSON          DENIS SCARGG        JAMES D. WILSON

"LEST WE FORGET"
IN MEMORY OF THE FALLEN OF PENKETH, SANKEY AND CURBDLEY WHO GAVE THEIR LIVES IN LATER CONFLICTS

"LEST WE FORGET"
Appendix 2 – Photographs of Site/ existing plaques
Dedicated by Penketh and Great Sankey Parish Councils to the memory of the men of these parishes killed in action during the Second World War:

<table>
<thead>
<tr>
<th>Willis Acomb</th>
<th>George M. Haen</th>
<th>Dominick A. Sherlock</th>
</tr>
</thead>
<tbody>
<tr>
<td>Herbert M. Atherton</td>
<td>Thomas Gallimore</td>
<td>Albert Skelhorn</td>
</tr>
<tr>
<td>John H. Ball</td>
<td>John M. Haughton</td>
<td>Alfred Smith</td>
</tr>
<tr>
<td>Jack Belshaw</td>
<td>George A. Herber</td>
<td>John A. Smyth</td>
</tr>
<tr>
<td>Eric G. Bishop</td>
<td>Joseph E. Hughes</td>
<td>Allan G. Stone</td>
</tr>
<tr>
<td>Stanley Boden</td>
<td>Kenneth W. Hure</td>
<td>Harold E. Tynan</td>
</tr>
<tr>
<td>Alfred Brimelow</td>
<td>Donald T. Jack</td>
<td>Frederick Vowles</td>
</tr>
<tr>
<td>John Cogan</td>
<td>Ernest James</td>
<td>Randal A. Waring</td>
</tr>
<tr>
<td>George Davies</td>
<td>Ernest Leech</td>
<td>William N. Whalley</td>
</tr>
<tr>
<td>Arthur Dobson</td>
<td>Thomas S. C. Proctor</td>
<td>Charles Whitfield</td>
</tr>
<tr>
<td>Reginald Dobson</td>
<td>Denis Scragg</td>
<td>James D. Wilson</td>
</tr>
</tbody>
</table>

This plaque was unveiled by Mr. L. S. A. Murdoch, branch president of the Royal British Legion, on 1st March, 2000.
DEVELOPMENT CONTROL COMMITTEE DATE: 07th October 2015

ITEM 4

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2015/26251</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>Land to rear of Williams Tarr, Bridge Road, Woolston, Warrington</td>
</tr>
<tr>
<td>Ward:</td>
<td>Rixton And Woolston</td>
</tr>
<tr>
<td>Development</td>
<td>Change of use - Proposed change of use at land at Bridge Road for the development of a storage container rental facility (Use Class B8) for 56 containers.</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>10-Aug-2015</td>
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<tr>
<td>Applicant:</td>
<td>Williams Tarr Construction</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>04-Oct-2015</td>
</tr>
</tbody>
</table>

Reason for Referral

There has been an objection from the Parish Council and the LPA is minded to approve the application. Furthermore, the Cllr Brinksman has referred the application to be determined by Development Management Committee.

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

The application site relates to an employment site which is located within the Urban Area of Warrington as defined by the Local Plan Core Strategy Policies Map. The site falls outside, but adjacent to, a defined existing Employment Area. There are a number of varying uses in the surrounding area including B1, B2, and B8 while residential properties are located to the north of the site along Bridge Road. The enquiry site itself relates to an area of existing external hardstanding for car parking/storage. The site is currently accessed via Bridge Road.

A large proportion of the site is located within Flood Zone 2 as defined by the
Environment Agency’s definitive flood map.

Description

This application proposes the change of use of the land to provide a storage container rental facility. Following concerns raised by Highways the number of containers proposed has reduced. The scheme now relates to the provision of 56 containers as detailed in an amended layout plan. The scheme originally proposed 63 containers.

Policies

National Planning Policy Framework
Chapter 1 – Building a strong, competitive economy
Chapter 7 – Requiring good design
Chapter 10 – Meeting the challenge of climate change, flooding and coastal change

Warrington Local Plan Core Strategy

Policy CS1 – Overall Spatial Strategy – Delivering Sustainable Development
Policy CS2 – Overall Spatial Strategy – Quality and Distribution of Development
Policy QE4 – Flood Risk
Policy QE6 – Environment and Amenity Protection
Policy QE7 – Ensuring a High Quality Place
Policy MP1 – General Transport Principles
Policy MP10 – Infrastructure

Relevant History

2013/21858 - Full Planning (Major Application) - Proposed demolition of existing buildings and redevelopment with x 23 three bedroom, semi-detached houses and two garages – refused – 21/08/13.

2012/20815 - Proposed demolition of all existing buildings and re-development with 24, three bedrooms, semi-detached houses and three garages – withdrawn – 10/04/13.

A00/42269 - Proposed new telecommunications equipment cabin and chain link fence surround – Permitted Development – 05/12/00.

96/34864 - Proposed erection of one tower, three dual polar antennas, one radio equipment cabin and development ancillary thereto – refused – 29/05/96.

94/32463 - Use of existing car parking area for the storage of site cabins equipment & materials (retrospective) – approved – 02/11/94.

92/28472 - Proposed additional car parking storage area for site cabins and
equipment – approved – 05/02/92.

86/18989 - Proposed extensions to provide entrance porch corridor & office & new fence – approved – 17/09/86.

84/16025 - Proposed erection of new boundary walls fences and gates with shrub and tree planting – approved – 20/06/84.

80/9877 - Approval of reserved matters for extensions and adaptations to existing offices. (outline 79/7300) – Approved – 04/06/80.

80/10957 - Proposed extension and adaptations to existing office – approved – 10/12/80.

80/10139 - Proposed new phase 1 & 2 extensions for additional office accommodation – 27/08/80

79/7300 - Outline app. for proposed extension and adaptations to existing offices – approved – 21/03/79.

78/6889 - Proposed alterations and extensions to existing offices – withdrawn – 22/11/78.

Responses to consultation

Councillor Brinksman – Objection:

1 - The operating hours of 24/7 it is not in keeping with the existing hours of work for the site, residents of Bridge Road do not want the 24/7 access, it means vehicle movements down the road which is a very quiet road after working hours of premises have ceased, it would be alien to the road, which is essentially a cul de sac for this usage, where there is no control over the size of vehicles.

2 - As the site will have no personnel on it there is no control over hours, what can be stored, or control of the gates or onsite parking, these containers could be used by a business for storing goods going out at unreasonable times, there appears no signs of C.C.T.V. monitoring of the site.

3 - On page 9 says it will not impact on the residential amenity, how do they know this? There are several references saying what a social amenity, and a vibrant and healthy communities, I fail to see this same comments are also on page 5, in short I believe this is flawed, for the reasons I have given.

Woolston Parish Council – Object on following grounds:

1 The 24 hour 7 day operating hours is not in keeping with the existing hours of work for the site.

2 It would result in vehicle movements down the road, which is a very quiet
road after the working hours of the premises have ceased. For the proposed usage there is no control over the size of vehicles.

3 As the site will have no personnel on it there is no control over what can be stored or control of the gates or on-site parking. These containers could be used by a business for storing goods going out at unreasonable times. There appears to be no sign of C.C.T.V. monitoring of the site.

4 It is considered that there will be an impact on residential amenity for the reasons given above.

**Environmental Protection** – No objection subject to restriction of use condition and contaminated land informative.

**GMEU** – The proposed development, although relatively close to the Woolston Eyes Site of Special Scientific Interest (SSSI) will not have any impact on the special nature conservation interest of the SSSI. I therefore have no objections to the application on ecological grounds.

**Highways** – Following the previous highway response dated 3rd September 2015, the applicant has submitted further information including a revised site layout plan (drawing no. J541/Layout and paths/fig 1 revision A). The proposed number of containers on the site has been reduced to 56, the largest of which would be approximately 6m in length. A revised red line application boundary plan has been provided which includes the full vehicular access width demonstrating that there is a legal right of access to the site.

The applicant has confirmed that the site is currently used for storage for the adjacent Williams Tarr premises which is surplus to requirements. The Transport Statement Addendum report states that once installed on the site the containers would be fixed and there would be no need for heavy goods vehicles (HGVs) to access the site as the containers would typically be accessed by cars and vans from the public and small businesses.

Despite WBC Highways requesting clarification on the vehicle sizes to be used, the addendum report states that 12m length vehicles ‘may’ be used for delivery/construction of the containers. It is therefore unknown if larger vehicles will require access to the site during the set-up process. As a result, a planning condition is needed for a construction management plan to provide specific details on the vehicle sizes to be used during the delivery/construction process and to ensure that there would be no issues in relation to highway safety or access to other premises in the vicinity during this period.

The track plot extracts provided in the addendum report are not to scale and are not shown on the revised site layout and are therefore unacceptable. However, a separate scale plan (drawing no. J541/Layout and paths/fig 1) has been submitted which demonstrates that a full size 16.5m length could turn around within the site. It is unclear if there would be any difficulties for this size vehicle to access and egress the site as the existing kerbline has not been fully shown at the site access junction as on the amended site layout.
plan. Due to the largest container being approximately 6m in length it may not be necessary for this size vehicle to require access to the site and this can be dealt with as part of the construction management plan condition requested above. The site access junction would be retained as at present and has adequate visibility.

The amended site layout plan shows certain turning movements for a 9.5m length vehicle within the site. The plan shows this vehicle encroaching into the container space numbered 48 and it does not show the movement out of the site from the vicinity of container number 48. The track plot also encroaches over the existing kerbline at the site access junction although it is acknowledged that it could have been drawn better to potentially avoid this. As a result, the swept path analysis provided cannot be agreed. However, the site access junction is wide, at least 7m in width. The width between containers on the site would vary but be a minimum of 5.4m which should be adequate to allow two transit vans (not exceeding 8m in length) to pass each other. A planning condition is therefore required to restrict the use of vehicles accessing the site to no longer than 8m in length once the containers are in place and the site is operational. This will also allow a vehicle to wait off the public highway if the site gates are closed. The applicant has confirmed that each tenant would be given a key to the site gates.

The applicant has stated that 5 car parking spaces would be included on the site but this has not been shown on the amended site plan. It is acknowledged that vehicles could park next to individual units, and may not be parked for long periods, but should vehicles require access to adjacent units at any given time surplus parking on the site should be provided. There would be some space to accommodate parking between the site access junction and container number 8, while still allowing two-way traffic to pass, which can be secured via a planning condition to provide a revised site layout plan. A further condition would be needed to prevent any other B8 uses of the site as there would not be adequate parking and vehicle manoeuvring space on the site to accommodate such uses.

The applicant has stated that the total storage area of the containers would be 782sqm. WBC Highways have undertaken an independent review of the industry standard TRICS database software (for self-storage warehousing) to estimate the traffic generation for the development. It identifies a maximum of 2 no. two-way trips (i.e. 1 arrival and 1 departure) during the busiest hour of 1pm to 2pm, and a total of 23 two-way trips during a full day. This is a low level of traffic which should not have a significant impact on the operation of the adjacent highway; particularly as vehicles accessing the site would be restricted to cars and vans once fully operational. The proposed traffic generation for the development is therefore considered to be acceptable.

Responses to Notification

11 letters of objection received from local resident, the salient points being:

- Heavy traffic and noise on Bridge Road
- 63 vehicles doing 2 or more journeys per day
• If rented by builders it could result in larger vehicles visiting site
• Already an impact from industrial units at the end of Bridge Road
• Concerns over goods stored
• Impact on road safety
• Conflict with Local Plan Policies QE6, QE7, MP1, and MP5
• The area is primarily residential and not within a defined employment zone
• Restrictions of hours of operation on other planning permissions
• Loss of amenity through increased noise, disturbance, traffic movements and time of movements (from uncontrolled comings and goings)
• Unrestricted opening would impact amenity of residents
• There will be no employees on site – therefore no control over site operations
• No control over the type of vehicles visiting the site
• Concern over change of use to other B8
• Proposals will have a severe effect in terms of highways
• Similar storage facility within a 0.25 mile radius

Observations

Principle of Development
The application site is located within the urban area of Warrington which is considered to be a sustainable location for new development. The site does not fall within an allocated existing employment area and as such the requirements of Policy PV1 do not apply. The application site relates to an external area related to an existing employment use. The proposals would introduce a new commercial activity within an existing commercial site and as such would be acceptable in principle and, in land use policy terms, is appropriate for this location provided that the proposals would not give rise to any undue harm relating to design, residential amenity or highway safety.

Design Considerations
Policy CS1 requires the delivery of high standards of design which has regard to local distinctiveness while policy QE7 seeks to ensure high quality design and sets out the requirements for good design. The NPPF also places great emphasis on achieving high quality design in all development.
The application proposals include the introduction of 56 storage containers within an external area to the south of the existing buildings. The land at present is predominantly laid to hardstanding and some existing vegetation. The application site is surrounded on three sides by commercial operations with the Manchester Ship Canal located to the south. In this industrial/commercial context the proposals for the introduction of storage containers would not appear unduly out of context with its surroundings, and as such is considered to be appropriate for the location.

The site is located at the end of Bridge Road and there is no through traffic. The low level nature of the proposals and the sites position within the streetscene would mean that the proposals would not appear unduly
prominent within the streetscene and as such would not cause unacceptable harm to the character and appearance of the area.

It is noted that there is a public right of way immediately to the south of the site which the site backs on to, the footpath forms part of the Councils Greenway Network. At present there is existing high level fencing of poor quality along the rear boundary, however there is vegetation along the route of the footpath on either side and it would be important for this vegetation to be retained to ensure that the character of the Greenway is preserved. Clarification of the rear boundary treatment has been requested in advance of Committee.

The scheme would include the introduction of new fencing and security gates to secure the site and details of their appearance could be secured by condition.

**Highways**
The application site is located at the end of a cul-de-sac which, for its first part is a residential road which leads to a number of commercial premises at the bottom end of the road. The Local Highways Authority initially raised concern over the level of information that was submitted to support the proposals. Further information was subsequently submitted to address the concerns raised.

It has been confirmed that once the facility is operational there would be no need for heavy goods vehicles to access the site and the site would be typically accessed by cars and vans associated with the general public and small businesses.

There is uncertainty over the size of vehicles which may be required to access the site during site set up as the additional information states that 12m length vehicles “may” be required for the delivery of the containers. Specific details on the vehicle sizes to be used during the delivery/construction process can be secured by a construction management plan condition. This would also ensure that there would be no issues in relation to highway safety or access to other premises in the vicinity during the construction period.

Highways note that the swept plans submitted show conflict with containers and over kerblines and cannot be agreed. However, the site access junction is at least 7m in width. The width between containers on the site would vary with a minimum separation of 5.4m which should be adequate to allow two transit vans (not exceeding 8m in length) to pass each other. Highways have considered that a planning condition is required to restrict the use of vehicles accessing the site to no longer than 8m in length once the containers are in place and the site is operational. This will also allow a vehicle to wait off the public highway if the site gates are closed. The applicant has confirmed that each tenant would be given a key to the site gates. The condition is considered to be reasonable as there would be issues with larger vehicles accessing the site.
The scheme originally did not propose any off street parking to be provided as any users of the site would pull up and park adjacent to their container. However there is a possibility that access may be required to an adjacent unit during this time. Therefore, additional off street parking is proposed which could be provided between the site access and the containers. However this detail is not shown on the submitted plans but can be secured by condition.

In order that the site is not used for other uses which may ordinarily be permitted a condition is required to ensure that the suite is only to be used for the use proposed. Without restricting the use of the site the site could be used for more conventionally storage and distribution uses which would lead to HGV movements to/from the site which would not be appropriate.

The applicant has stated that the total storage area of the containers would be 782sqm. WBC Highways have undertaken an independent review of the industry standard TRICS database software (for self storage warehousing) to estimate the traffic generation for the development. It identifies a maximum of 2 no. two-way trips (i.e. 1 arrival and 1 departure) during the busiest hour of 1pm to 2pm, and a total of 23 two-way trips during a full day. This is a low level of traffic which should not have a significant impact on the operation of the adjacent highway; particularly as vehicles accessing the site would be restricted to cars and vans once fully operational. The proposed traffic generation for the development is therefore considered to be acceptable.

Impact on Amenity

Policy CS1 identifies the need to safeguard residential amenity, while policy QE6 states that consideration should be had to the need to respect the living conditions of existing neighbouring residential occupiers. The NPPF states in paragraph 17 that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

The application site context, nature of proposals, and proximity to sensitive properties (i.e. residential dwellings) is such that the proposals would not have a detrimental impact through overbearing, loss of daylight or privacy. The main consideration in this instance is the impact that the proposals would have on sensitive properties through noise and disturbance.

It is noted that access to the site would be available to users on a 24/7 basis which has given rise to concern locally in terms of the movements involved and the impact that this would have on residential amenity. The submitted highways report includes a review of TRIC’s data for similar self-storage uses across the country. This indicates that the likely trip generation would be 4 two way movements. While Highways have stated that there would be 23 movements during the day, and 2 during peak hours. While there will undoubtedly be an increase in vehicular movements to and from the site, based on the movements suggested by highways, these additional movements would not result in such additional disturbance as to result in significant harm to residential amenity to a degree to an extent which would justify a refusal.
Concern has been raised with regard to the 24/7 nature of the proposed development and the harm to amenity through noise and disturbance during unsociable hours. Furthermore, Environmental Protection has recommended that a condition be attached to restrict the hours of operation of the proposed facility. The concerns of residents and those comments of Environmental Protection are duly noted. However, given the nature of the proposals, which would be rented to businesses and individuals for small scale storage, it is considered that the level of movements during unsociable evening, night-time and early morning hours would not be prevalent. In the light of the nature of the use the suggested condition by Environmental Protection does not form part of the recommendation.

Notwithstanding this, should members have a concern with regard to the scheme then consideration should be had to the reasonableness of attaching such a condition.

The restriction of the use of the premises as outlined in the Highways section of this report would mean that other B8 uses could not lawfully operate from the site without planning permission which would be in the interests of residential amenity.

**Flooding**

The application site is located within both Flood Zone 2 and Flood Zone 1, which are areas of medium and low risks of flooding respectively. Consequently the application has been supported by a FRA. The FRA confirms that the proposed use is less vulnerable and that the site is considered to be at low risks of flooding from all sources. As the site is an existing brownfield site there would be no greater impact on flood risk that the existing site condition.

Given the low vulnerability of the proposed use to risks of flooding and the nature of the existing site it is not considered that the proposal would give rise to any flooding issues.

**Summary**

The proposed development is considered to be acceptable in principle. In terms of the proposals impact on the character and appearance of the area the proposal would not cause significant harm. Subject to the imposition of appropriate conditions the proposal would not cause undue harm to highway safety. In terms of the impact on residential amenity significant concerns have been raised by local residential, the parish council and local members. However, it is the opinion of the Local Planning Authority that the scale and nature of the development and the movements involved would not be so significant as to cause undue harm to residential amenity. Should members raise concern over this matter, in terms of movements during unsociable hours, then consideration should be had to imposing time restriction conditions if considered to be reasonable.
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 submitted application and documents, and plans referenced Plan 1 and J541/Layout/fig 1 received on 16th September 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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with our without modification) details of the position, type and height of all fences, walls and gates to be erected on the site shall be submitted to the local planning authority for approval. The development shall thereafter accord with approved details.

   Reason: No details of fences and walls have been submitted with the application and In order to comply with Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction

4. No more than 56 containers, as detailed on the approved plan, shall be provided on the site at any one time. Additionally, there shall be no stacking of containers whatsoever.

   Reason: In the interest of highway safety and the character and appearance of the area in compliance with Policies CS1, QE6 and QE7 of the Local Plan Core Strategy.

5. Prior to the commencement of development, a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed/laid out in accordance with the agreed details prior to the first use of the development.

   Reason: To provide specific details on the vehicle sizes to be used during the construction process and to ensure that there would be no adverse impacts on highway safety or access to other premises in the
vicinity during the construction period in compliance with Policies CS1 and QE6 of the Local Plan Core Strategy.

6. Once the containers are in place and the site is operational, vehicles accessing the development shall not be larger than a transit van exceeding 8m in length.

Reason: In the interests of highway safety and the amenity of residents in compliance with policies CS1 and QE6 of the Local Plan Core Strategy.

7. Prior to the occupation of the development, a revised site layout plan detailing the provision of car parking spaces 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 spaces 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 that the proposal is appropriately served by off street car parking in the interest of highway safety in compliance with Policies CS1 and QE6 of the Local Plan Core Strategy.

8. The development hereby approved shall be used strictly as a self storage container rental facility and for no other B8 use whatsoever.

Reason: To ensure that the site is accessed by appropriate vehicles in the interests of highway safety and the amenity of nearby residential properties in compliance with Policies CS1 and QE6 of the Local Plan 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. Historical mapping indicates potentially contaminative land uses that may affect the (re)development of the site. The site is located
directly adjacent to an existing Industrial Estate (CL0533) and Works (CL0710). In addition, the land is located within 250m of an In-filled Canal (CL0305) and former Landfill Site (EAHLD16865), which are potential ground gas generation sources. As such, confined spaces at the site may potentially be affected by hazardous ground gases. The Applicant/Developer should ensure that Site Users, appointed Contractors and Building Control Officers are made aware of the above, so that adequate precautions can be taken to protect Construction Workers, future Site Users and the wider public from land contamination and/or ground gas issues associated with the site and vicinity. Contamination encountered during works must be reported immediately to the LPA and works halted within the affected area.

Contact: Further information regarding the above advisory can be obtained from the Environmental Protection Team at the LPA (Tel: 01925 442581)

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

3. In the interests of residential amenity, the applicant/agent/developer is strongly advised to adopt the following recommended construction 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.

Contact: For more advice and guidance on recommended construction/demolition hours or construction/demolition methods, please contact an officer from Public Protection on 01925 442589.
Appendix 1 – Site Photographs

Site Entrance - Image from Google Streetview ©

Bridge Road, Looking towards site - Image from Google Streetview ©
Appendix 2 – Plans

Location Plan

Proposed Layout
DEVELOPMENT CONTROL COMMITTEE DATE: 07th October 2015

ITEM 5

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2015/26281</th>
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<tr>
<td>Location:</td>
<td>Ex Green Lane Community Special School, Green Lane, Poulton-With-Fearnhead, Warrington, WA1 4JL</td>
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<tr>
<td>Ward:</td>
<td>Rixton And Woolston &amp; Poulton South</td>
</tr>
<tr>
<td>Development</td>
<td>Full Planning - Proposed construction of two sheds for storage purposes</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>25-Aug-2015</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Mr Coope</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>19-Oct-2015</td>
</tr>
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Reason for Referral to Committee

This application is reported to Committee as the Council is the applicant.

Human Rights

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

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

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

Site and Proposals

Full planning permission is sought for the construction of two sheds for storage purposes, within the grounds of Woolston Brook School on Green Lane [formerly known as Green lane Community Special School].

This is a modern school complex with a variety of buildings, of different scales and designs. The site is predominantly surrounded by playing fields/open space, residential development, and the original (locally listed) school buildings, which are now known as Padgate Business Park.

The proposed buildings are to be located on the edge of the school.
playground, the larger of the two sheds being located at the same level as the outbuildings that are to be removed; the second smaller shed would be approximately 650mm lower than the larger shed. There is an existing mobile which is to be retained and a short length of brick wall and arched gateway which probably formed part of the original school structures, being of similar materials and design, which will also be retained.

Planning History

84/16764- Part change of use and refurbishment of former school to offices, workshops, dance school and community uses. Approved with conditions.

2004/04529 – Change of use from sports changing room to B1 offices including demolition of a single storey outbuilding. Approved with conditions.

2011/18760 – Proposed stand alone, two storey building providing an independent living block for the school, removal /demolition of outbuildings, and alterations of staff w.c's. Approved with conditions.

Planning Policies

National Planning Policy Framework

Para 61- Whilst visual appearance and the architecture of individual buildings are very important factors, inclusive design goes beyond aesthetic considerations and should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Para 126 – Recognises that heritage assets should be conserved in a manner appropriate to their significance.
Para 129 – Local Planning Authorities need to assess the impact of any proposals, including development which may affect the setting of a listed building.

Local Plan Core Strategy
Policy QE6 – Environment and Amenity Protection
Policy QE7 – Ensuring a High Quality Place
Policy QE8 – Historic Environment

Supplementary Planning Documents

Design and Construction

Notification Responses
Neighbours – No comments to date
Parish Council – No comments to date
Consultation Responses

Flood Risk team - The part of the site which is the subject of this application, does not fall within a Flood Zone.

Environment Agency – no formal response received as it falls outside their remit.

Observations

Land Use Principle
The school is currently being remodelled and refurbished. It is intended that pupils and staff from Grappenhall School will be moving to this site in this school year. Grappenhall school is a school for pupils with emotional, social and behavioural difficulties [not special needs or special access needs].

There are approximately 64 boys and girls aged 11 to 16. There is also provision for 8 primary aged pupils.

There would be no resultant increase in pupil numbers as a result of this proposal. Neither would there be a loss of any playing field.

The storage sheds would be sited at the rear of the school buildings, necessitating demolition of the existing brick outbuildings. The school requires external sheds for the storage of sports equipment and specialist external activities equipment, such as canoes.

The erection and use of the buildings would allow the current sports activities enjoyed by the pupils of Grappenhall Hall, to continue on their new site. The erection of the storage sheds is consistent with the use of the site as a school.

Design

The building is of utilitarian design, and would be constructed to the following specification.

Building Dimensions;
Shed One – 7.925 x 9.830 x 4.1 m
Shed Two – 3.962 x 9.830 x 3.6 m

Materials of Construction;
Walls -Grey Concrete Panels with spar aggregate finish.
Roof – Ribbed steel apex, dark grey.

The materials are in contrast to the materials from which the school and the subsequent school extensions have been constructed. They would clearly be read as outbuildings, being designed for practical use rather than any pretence as buildings of any particular architectural merit. The structures would harmonise with the scale and proportions of the existing buildings on the site and being remote from the street scene, would have no impact
Traffic / Parking

The site is accessed from Holes Lane and Green Lane, the latter being shared with Padgate Business Park. The proposal will not affect access to the site and will not result in a loss of car parking spaces, as the sheds will be located on the footprint of the existing outbuildings. The proposal will not result in additional traffic accessing the site.

Heritage Impact

The proposed sheds would be located on that part of the site which is more closely related to the more modern buildings. The areas around the school are defined by high fencing and landscaping. This allows a visual distinction to be made between the locally listed buildings and the more modern school buildings.

The proposed removal of the existing out buildings, which are considered to be of no architectural or historic merit, is considered to be acceptable. It is proposed to retain a short length of red brick walling, which probably originally formed part of the curtilage of the locally listed buildings. This wall is now in an isolated location with no physical connection with the locally listed buildings.

The setting of the locally listed buildings would remain unaffected by the proposed development.

Residential Amenity

The proposed development would not be close to any residential properties, being located at the rear of the site adjacent to playing fields and open space.

The nearest residential properties to the east are across Spittle Brook, approximately 145 metres away. One of the existing school buildings would block the line of sight.

To the south of the site, on the opposite side of Green Lane, are domestic properties, however existing buildings and mature landscaping, would prevent views of the proposed sheds.

Approximately 175 metres to the east are residential properties; however their view of the site is obscured by the buildings associated with Padgate Business Centre.

The proposal would have no impact on the visual amenities of local residents.
Summary
The proposal would ensure the continued use of sports activities by school pupils, by providing adequate facilities for the storage of equipment. The scheme would have no impact on car parking provision within the site, and would have no impact on residential properties in the locality nor would it impact on the setting of the locally listed structures.

The design of the proposal is fit for purpose and would integrate itself into the existing built environment. The proposal would therefore accord with the Warrington Core Strategy and the NPPF.

Recommendation

Approve

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 25/8/2015
   (b) Submitted drawing No's:
       Location Plan - 07 Rev A
       Site Plan - 02
       Site Plan proposed - 06 Rev A
       External Sheds - Plans and Elevations 04 Rev A received on 25/8/2015.

   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. 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 and the Warrington SPD: Design and Construction
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 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
Appendix 1 – Drawings

Site Location Plans

Elevations of New Storage Units
Plan showing position of buildings within the site.

Overlay plan showing position of new buildings relative to original outbuildings.
Appendix 2 – Photographs of Site

Site Location
Existing Buildings on the Site – Partial Demolition Required
DEVELOPMENT CONTROL COMMITTEE DATE: 07th October 2015

ITEM 6

Application Number: 2015/26420

Location: 33, Lady Lane, Croft, Warrington, WA3 7AY

Ward: Culcheth, Glazebury And Croft

Development Full Planning - Retrospective change of use to domestic garden and proposed construction of new workshop/carport

Date Registered: 03-Sep-2015

Applicant: Mr John Hawthorne

8/13/16 Week Expiry Date: 28-Oct-2015

Reason for Referral

This application is referred to the Development Management Committee at the request of Councillor Chris Vobe.

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

This application is a resubmission of an application refused consent on the 12th March 2015 (ref. 2015/25124). The application site was part of the former HMS Gosling site which has been granted consent for residential development. The applicant purchased the land from the developer as it adjoins the boundary of 33 Lady Lane. The application is retrospective and for the change of use of the land to domestic use, and also the proposed erection of a new work shop and car port.

The Design and Access Statement states that the proposed building would allow the applicant to store his caravan and van and use the workshop for repair work. The floor area is 135m² and the height is 6.4m to accommodate the van and caravan that would be stored in the car port area. The proposed
materials of construction are metal cladding with corrugated roofing.

The proposal remains the same from the previous application but includes additional supplementary information as follows:

Elan Homes area in agreement with the erection of a carport/workshop subject to planning permission. Whilst recognizing that the piece of land given Elan Homes is, strictly speaking, within the area designated as green belt, I would ask that you comment and view the area concerned. This would enable you to appreciate how the spirit of the law would be better upheld by the granting of this application. The carport/workshop would be erected on the aforementioned area and abutting an existing dilapidated farm building, which has already encroached on the openness, and as such, the structure would create a more pleasant aspect than currently exists for this in whose line of vision it falls. The proposed structure is to be used to store equipment used mainly in an agricultural context. There is no requirement for an additional access road and there is no proposal to increase the number, type and/or frequency of the vehicles entering the site.

Relevant Planning History

2015/25124 Full Planning - Change of use of land to domestic and erection of new workshop / car port – Refused 12th March 2015

The former HMS Gosling site was granted consent in 2012 for redevelopment:

2012/20047 Proposed demolition of existing buildings and construction of 25 No 4/5 bed houses (with solar panels), access and landscaping (resubmission of 2011/19144) – Approved 28th August 2012

Planning Policy

National Planning Policy Framework (NPPF)

Core Strategy (CS) Emerging Policy
Policy CS1 Overall Spatial Strategy – Delivering Sustainable Development
Policy CS4 Overall Spatial Strategy – Green Belt
Policy QE6 Environment and Amenity Protection
Policy QE7 Ensuring a High Quality Place

Notification Responses

Croft Parish Council
The Parish Council considered this application at its meeting yesterday evening and had no objection but would object to any change of use in respect of the proposal.

Comment: The application is recommended for refusal of planning permission consistent with the view of the Parish Council.
Consultation Responses

Environmental Health
No objections

Highways
No objections

Observations

Principle / Green Belt
The site of the new building is within the Green Belt, and adjacent to a larger parcel of land subject to a redevelopment scheme approved planning permission in 2012 (ref. 2012/2004). Consent was granted for 26 two storey houses. The site is of approximately 1.74ha, set within a wider site comprising approximately 8.6ha in total which formed part of the former HMS Gosling camp, abandoned since 1959.

Extensive planting and tree management measures have been agreed in order to enhance the site in the wider landscape and as a setting for the new housing development with new publicly accessible areas of woodland and meadows. The new build development is thus confined to the central area of the site, with outer areas retained and enhanced as areas of trees, grassland and ponds. A S106 was agreed relating amongst other things to implementation of a woodland management plan. The current application site is adjacent to but outside this area (sees Appendix 1 drawings, area hatched green subject to Woodland Management Plan).

Inappropriate Development

The construction of a workshop and the change of use of land to domestic use are not identified as appropriate forms of development within the Green Belt (NPPF para. 89 and 90). Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (NPPF para. 87). When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ would not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (NPPF para 88).

Other Harm (Openness)
The proposed building has a footprint of 135sqm (9m x 15m) and is 6.4m high. The construction of the workshop building on land that is currently absent of buildings would reduce the openness of the Green Belt by enclosing space that is currently free from development.

Other Harm (Encroachment)
The proposal would result in the encroachment of the adjacent dwelling house and its associated domestic paraphernalia onto currently open undeveloped land. This land is contiguous with the adjacent woodland area, (although is outside the application site for the housing development and within the
ownership of the current applicant).

**Very Special Circumstances**
This resubmission includes additional supplementary information which refers to the building being used to store equipment used mainly in an agricultural context. There is insufficient evidence to demonstrate that the building is used in connection with agriculture and is reasonably necessary for such purposes.

**Visual Impact**
The new residential development approved under the recent consent (ref. 2012/22047) is a sufficient distance away so as not to be adversely affected by the workshop in terms of outlook or daylight. The building is a steel framed metal clad structure, and is of appropriate design and material having regard to its location and intended use. The presence of the existing dwelling house and its associated buildings to the west, and the agricultural buildings associated with Brookside Farm to the south, lessen the exposure of the site. Visually the workshop would be viewed against the immediate backdrop of these buildings from the east and north.

**Land Quality**
Historical mapping indicates a former potentially contaminative land use that may affect the development of the site, the site being previously used as a Military Training Camp. Contamination encountered during works would subsequently need to be reported immediately to the Local Planning Authority and works halted within the affected area.

**Highways**
It is not expected that the proposals would result in additional vehicles arriving at the site and as such is not anticipated that any new highways issues will arise.

**Conclusion**
The current proposal appears to be modest in comparison to the development of 26 houses on the adjacent land. That application has been considered and justified on its own individual merits however (having regard to the presence of former buildings), as must be the case for the current application.

The current proposal is inappropriate development by definition, reduces the openness of the Green Belt with the introduction of new built form, and results in the encroachment of a residential use onto land contiguous with the adjacent woodland area. Substantial weight is given to this harm to the Green Belt, and in the absence of any very special circumstances, it is recommended that planning permission be withheld.

**Recommendation**

Refuse
Reasons

1. The proposed development represents an inappropriate form of development in the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. ‘Very special circumstances’ would not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

The proposed workshop would be constructed on land that is currently free of buildings, with a subsequent impact upon the openness of the Green Belt.

The change of use of the land to a residential domestic use would result in a harmful encroachment into the Green Belt and erode its character.

The planning application is not in accordance with the National Planning Policy Framework (para. 80, 87, 88, 89) and the following policies of the Warrington Core Strategy:
Policy CS1 Overall Spatial Strategy: Delivering Sustainable Development
Policy CS5 Overall Spatial Strategy: Green Belt
Policy QE7 Ensuring a High Quality Place
Policy CC2 Protecting the Countryside
## DEVELOPMENT MANAGEMENT COMMITTEE

**Wednesday 7th October 2015**

### DECISIONS

**Start 18:30**

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<th>Item</th>
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<td>2015/25351</td>
<td>Two Acre Caravan Park, Warrington Road, Walton, Warrington</td>
<td>Refuse</td>
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<td>Full Planning - Proposed permanent retention of use of land as a gypsy residential caravan site for 24 permanent pitches, with a total of 31 caravans, including the retention of hardstanding, day room/site office and four amenity buildings</td>
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Members considered the information provided within the Update Report. Application was refused in accordance with recommendation.

| 2    | 23   | 2015/25601 | Land at, 42, Chapel Road, Penketh, Warrington, WA5 2NP | Approve |
|      |      |            | Full Planning - Proposed construction of a four bedroom detached house (Amended Plans received) | |

Approved in accordance with recommendation and subject to additional drainage condition as reported in the Update Report.

| 3    | 45   | 2015/26193 | Penketh Library, Honiton Way, Penketh, Warrington, WA5 2EY | Approve |
|      |      |            | Full Planning - Proposed replacement of existing WW1, WW2 and recent conflicts plaques. The WW1 plaque is be cleaned and re-bronzed and lacquered | |

Approved in accordance with recommendation
4 54 2015/26251 Land to rear of Williams Tarr, Bridge Road, Woolston, Warrington

Change of use - Proposed change of use at land at Bridge Road for the development of a storage container rental facility (Use Class B8) for 56 containers.

Members considered the information set out in the Update Report.

The application was refused on the grounds of impact to residential amenity particularly due to the lack of control in relation to operation of the proposed self-storage use, 24 hour usage proposed, concerns about noise associated with activity relating to unloading to and from the individual containers as well as comings and goings to the site from the 56 potential end users of the site. The proposal was therefore considered to be contrary to policy QE6 of the Core Strategy.

5 70 2015/26281 Ex Green Lane Community Special School, Green Lane, Poulton-With-Fearnhead, Warrington, WA1 4JL

Full Planning - Proposed construction of two sheds for storage purposes

Approved in accordance with recommendation

6 81 2015/26420 33, Lady Lane, Croft, Warrington, WA3 7AY

Full Planning - Retrospective change of use to domestic garden and proposed construction of new workshop/carport

Application was deferred to allow a site visit to take place.
**Item 1- 2015/25351 – Two Acre Caravan Park, Warrington Road, Walton, Warrington**

**Additional Consultation Response**

*Walton Parish Council*

There are no special circumstances known to the Parish Council that would justify this change of use. Special situations were taken into account by the Government Inspector at the first Inquiry to determine the future of this site. Those medical and educational situations would have been managed during the first 4 year temporary permission that the Inspector allowed. The position for the families living at the site today is no different from members of the general population.

The application asks for “retention” of existing facilities, which includes facilities for which there has been no planning approval. It is now intended that there be three amenity blocs and a day room/office. From the original temporary permission for 15 families to reside, it is now requested that 24 families reside permanently.

During the period of temporary permission there has been abuse of the some of the conditions associated with that permission. We have no confidence that if granted permanency that the conditions imposed would be adhered to. The failure to adhere to conditions set generally results in degradation of the area.

Development in a Green Belt should maintain the openness and character of the locality. This site is visible from all sides and has the opposite effect.

There has been little integration within the village. Letters of objection from local residents include reports of how they have been alarmed or irritated by the activities of some of the residents from the site. There is concern that the growth of the site will overwhelm the village community and increase alienation as there are approximately 35 houses within the Conservation Area and the application plans to have 27 families on the site. The site shares a boundary with the Conservation Area.

Conservation Area residents are rightly irritated that when they wish to do work on their houses, they must conform to strictly policed regulations, whereas the residents on 2-Acre site apparently work with impunity.

The Parish Council acknowledges the latitude given to the applicant by two Government Inspectors when they took account of the circumstances of the day. However those Inspectors did not permit permanent residency, although they could have, and were insistent that the temporary residence should be brought to an end. The Green Belt has been defined and there are no plans to change it in this area.
There are no strategic reasons to override planning guidelines. The growth of this site during the period of temporary permission has resulted in it beginning to dominate the area and reduce its amenity value.

We ask for this application to be refused.

**Additional Notification Responses**

9 additional comments received from the general public, the salient planning points being:

- Previous objections raised still relevant
- Some structures are not temporary
- Amendments do not change opinion
- Overcrowded situation
- Drawings show little detail and accurate enough
- Not in keeping with village and should be returned to its former use
- Inappropriate development
- Retention of 27 but not been given consent previously, amenity building and office facilities not previously approved – never been permission for number of units
- Impact on roads – and highway/pedestrian safety
- To admit that a 4th amenity block is needed demonstrates that the site has been developed by more than was acceptable previously
- Impossible to determine whether proposals are in line with accepted standards
- No case for very special circumstances has been made
- Cramped residential environment
- Question whether the site is large enough for the expansion proposed and will lack infrastructure
- Proposals alter environment of village
- Minimal integration with community
- Site used for commercial activity

**Officer Comments**

The comments raised by the Parish Council and the local residents are duly noted. The issues raised are predominantly similar to those received previously and these matters are addressed in the Officer Report.

**Item 2** - 2015/25601 – Land at, 42 Chapel Road, Penketh, Warrington, WA5 2NP

Additional Condition;

The site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the soakaway /
watercourse/surface water sewer. If surface water is allowed to discharge to the public surface water sewerage system the flow shall be attenuated to a maximum discharge rate to be agreed with the Local Planning Authority.

Reason: In order to ensure proper and comprehensive drainage of the site in accordance with the National Planning Policy Framework and Policy QE5 of the Local Plan Core Strategy.

Item 4 – 2015/26251 – Land to rear of Williams Tarr, Bridge Road, Woolston, Warrington

Additional Information Received

The applicants have submitted an additional plan showing the proposed car parking layout to demonstrate 5 parking spaces.

Additionally, the applicants have confirmed that they would be agreeable to some minor landscaping to the rear boundary treatment.

In terms of site operation the applicants have confirmed the following:

Hours of Operation - Due to the nature of the development, we are seeking 24 hour/7 day a week access to allow occupiers to access their container at their convenience. This is typical for developments of this nature.

Contents - In terms of content restrictions, it is an operator decision to restrict certain contents, and they would follow guidelines on what can be stored in the containers and good practice guidance. Any restrictions on types of goods to be stored would require planning reason.

Access - As set out in the Planning Statement, entry to the site and container will be via keyed access. Williams Tarr will also keep a key for access to the site.

Typical Users - Typical users will be the general public and small businesses.

Previous land use - The site is existing tarmac/stone surface and the proposed containers are non-portable metal units which placed on the tarmac/stone surface. No construction is required.

Additional Consultation Responses

Highways (in response to proposed parking plan) - The revised site layout plan submitted shows 5 car parking spaces which would require reversing movements close to the junction which is not ideal for highway safety reasons. It would be safer for a further parking layout to be provided to show 3 spaces parallel to the site access route, which would enable cars leaving the spaces to turn around within the site away from the junction. It would also be possible to accommodate a couple of spaces between containers. The previous highway response, including the
condition requesting the provision of an amended site layout plan showing the parking spaces, is therefore still applicable.

**Officer Comments**

The comments of the Highways Officer are duly noted and the proposed condition requiring the submission of a car parking plan is still deemed to be necessary.

The application site is visible from the public right of way to the rear of the site which at present forms part of a green corridor. The provision of additional landscaping to soften the impact of the proposed development and its boundary treatment is welcomed. The additional landscaping could be secured by an appropriately worded condition.

**Officer Recommendation**

That the proposed development be approved subject to the conditions set out in the Committee report and subject to the additional condition below:

*Prior to first use the development hereby approved a satisfactory programmed landscaping scheme which shall include details of planting to the southern site boundary, indications of all existing trees and hedgerows on the land and details of any to be retained, shall be submitted to the Local Planning Authority for approval. 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.*

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**Item 6 – 2015/26420 – 33, Lady Lane, Croft, Warrington, WA3 7AY**

Correction – p2 of the Agenda;

Title page incorrectly states recommendation to Approve. Officer report is correct with recommendation to refuse and reason for refusal as set out in report on page 86.