To: Members of the Development Management Committee

Councillors: Chair – T McCarthy
Deputy Chair – J Grime
G Friend, D Keane, F Rashid, K Mundry,
S Wright, C Mitchell, J Flaherty, J Wheeler,
B Barr and S Woodyatt.

11 July 2017

Development Management Committee

Wednesday, 19 July 2017 at 6.30pm

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

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

A G E N D A

Part 1

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

Item
1. Apologies for Absence

To record any apologies received.

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>
<th>Page No.</th>
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<tbody>
<tr>
<td>3.</td>
<td>Minutes</td>
</tr>
<tr>
<td></td>
<td>To confirm the minutes of the meetings held on 28 and 29 July 2017 as a correct record.</td>
</tr>
<tr>
<td>4.</td>
<td>Planning Applications (Main Plans List)</td>
</tr>
</tbody>
</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
DEVELOPMENT MANAGEMENT COMMITTEE

28 June 2017

Present: Councillor T McCarthy (Chairman)

DM1 Apologies for Absence

Apologies for absence had been received from Councillor F Rashid.

DM2 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>Cllr G Friend</td>
<td>DM5</td>
<td>Cllr Friend was a Ward and Parish Council representative but had not formed a view on the application</td>
<td>Cllr Friend remained in the meeting and took part in the discussion and vote therein</td>
</tr>
<tr>
<td>Cllr J Grime</td>
<td>DM6</td>
<td>Cllr Grime was a Ward and Parish Council representative but had not formed a view on the application</td>
<td>Cllr Grime remained in the meeting and took part in the discussion and vote therein</td>
</tr>
<tr>
<td>Cllr J Wheeler</td>
<td>DM7</td>
<td>Cllr Wheeler was a Ward and Parish Council representative but had not formed a view on the application</td>
<td>Cllr Wheeler remained in the meeting and took part in the discussion and vote therein</td>
</tr>
<tr>
<td>Cllr S Wright</td>
<td>DM8</td>
<td>Cllr Wright knew the applicant but had not formed a view on the application</td>
<td>Cllr Wheeler remained in the meeting and took part in the discussion and vote therein</td>
</tr>
<tr>
<td>Cllr J Wheeler</td>
<td>DM10</td>
<td>Cllr Wheeler was a Ward and Parish Council representative but had not formed a view on the application</td>
<td>Cllr Wheeler remained in the meeting and took part in the discussion and vote therein</td>
</tr>
<tr>
<td>Cllr S Woodyatt</td>
<td>DM14</td>
<td>Cllr Woodyatt was the Chair of Governors at the School</td>
<td>Cllr Woodyatt stood down from the meeting and spoke in</td>
</tr>
</tbody>
</table>
Resolved,

That the minutes of the meeting held on 17 May 2017 were agreed as a correct record and signed by the Chairman subject to the inclusion of Councillor D Keane in minute reference DM203.

**DM4 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.

**DM5 2016/29398 - Station Goods Yard, Green Lane, Poulton-with-Fearnhead, Warrington, WA1 4JR - Full Planning (Major) - Proposed demolition of buildings and construction of 31 dwellings (22 houses and 9 apartments) including access from Green Lane and associated landscaping.**

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

Members noted the written update report.

Resolved,

That application 2016/29398 be approved as per the officer recommendation.

**DM6 2016/28056 – 53 Hob Hey Lane, Culcheth and Glazebury, Warrington, WA3 4NP - Full Planning – Proposed demolition of existing dwelling and ancillary buildings and the erection of 3 detached houses together with ancillary works.**

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

Members noted the written update report.

Representations were heard against the officer recommendation.

Resolved,

That application 2016/28056 be deferred for a site visit.
DM7 2016/29511 – Land to the east of Stretton Road, north of Pepper Street, Stretton Road, Appleton Thorn, Warrington - Full Planning (Major) – Construction of 78 dwellings with new vehicle access, public open space, landscape and associated infrastructure.

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for refusal.

Members noted the written update report.

A site visit took place on Friday, 23 June 2017.

Representations were heard in support of the officer recommendation.

Resolved,

That application 2016/29511 be refused as per the officer recommendation.

DM8 2017/29962 – 43 Windsor Drive, Grappenhall and Thelwall, Warrington, WA4 2NU - Full Planning – Retrospective application for change of use of land to residential garden including a 2m high fence.

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

A site visit took place on Friday, 23 June 2017.

Representations were heard in support of and against the officer recommendation.

Resolved,

That application 2017/29962 be refused.

Reasons,

(1) Unacceptable loss of an area of incidental open space contrary to policy QE3 of the Local Plan Core Strategy and,

(2) Loss of visual amenity at a central and prominent part of the incidental open space contrary to guidance contained within the NPPF regarding design and policy QE7 of Local Plan Core Strategy.

DM9 2017/29997 – Cherry Nurseries, Kay Lane, Lymm, WA13 0TN - Change of use – Proposed change of use of agricultural building and land to create a new dwelling and associated operational development.
The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

Representations were heard in support of the officer recommendation.

Resolved,

That application 2017/29997 be approved as per the officer recommendation.


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

A site visit took place on Friday, 23 June 2017.

Members noted the written update report.

Representations were heard against the officer recommendation.

Resolved,

That application 2017/30066 be approved as per the officer recommendation.

DM11  2017/30091 – Land to the rear of 35 Windsor Drive, Grappenhall, Warrington, WA4 2NU - Full Planning – Part retrospective application for change of use from vacant land to residential garden including fencing.

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation of refusal.

A site visit took place on Friday, 23 June 2017.

Representations were heard in support of and against the officer recommendation.

Resolved,

That application 2017/300691 be refused as per the officer recommendation and additionally, due to unacceptable loss of an area of incidental open space contrary to policy QE3 of the Local Plan Core Strategy.

DM12  2017/30146 – Walton Hall, Walton Hall Gardens, Walton Lea Road, Walton, Warrington, WA4 6SN - Listed Building - Proposed works to old Laundry Building store room 1 - 5, Hall, and rooms 1-3 including making good or...
Agenda Item 3

retaining external doors, retain and repainting of existing windows, making good of defective walls, making good of existing ceilings, new LED lights, inclusion of fire and intruder alarm, recover and painting of ceiling and rewire in hall only, and removable ramp to emergency exit.

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

Resolved,

That application 2017/30146 be approved as per the officer recommendation.

DM13  2017/30396 - Foxwood School, Woolston Learning Village, Holes Lane, Woolston, Warrington, WA1 4LS - Full Planning – Retrospective application of grassy area made into overflow car park – laid to stone and rolled.

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

Resolved,

That application 2017/30396 be approved as per the officer recommendation.

DM14  2017/30416 - Cherry Tree Primary School, Hardy Road, Lymm, WA13 0NX - Full Planning – Retention of single storey modular building with practical area, store, toilet facilities and associated works for further 5 years (previously approved under 2012/19715).

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

Members noted the written update report.

Representations were heard in support of the officer recommendation.

Resolved,

That application 2017/30416 be approved as per the officer recommendation.

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

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

29 June 2017

Present: Councillor T McCarthy (Chairman)
Councillors J Grime, B Barr, G Friend, S Parish (Substituted K Mundry)
P Carey (Substituted for F Rashid), D Keane, S Wright, C Mitchell,
J Wheeler, J Flaherty and S Woodyatt.

DM15 Apologies for Absence

Apologies for absence had been received from Councillor K Mundry and Councillor F Rashid.

DM16 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>Cllr J Wheeler</td>
<td>DM19</td>
<td>Cllr Wheeler was a Ward and Parish Council representative she had attended and spoke at resident meetings and formed a view and in doing so declared an interest</td>
<td>Cllr Wheeler stood down from the meeting and spoke against the officer recommendations for approval of both applications</td>
</tr>
<tr>
<td></td>
<td>DM20</td>
<td></td>
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<tr>
<td>Cllr B Barr</td>
<td>DM19</td>
<td>Cllr B Barr had attended and spoken at residents meetings but had not expressed an opinion or formed a view</td>
<td>Cllr Barr remained in the meeting and took part in the discussion for both applications and vote therein</td>
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<tr>
<td></td>
<td>DM20</td>
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DM17 Petition

The committee members noted that a petition against planning applications 2017/29929 and 2017/29930 had been received by the Chief Executive, Mr Steven Broomhead and Chairman of the Development Management Committee, Councillor Tony McCarthy.

DM18 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.

DM19 2017/29929 - Grappenhall Heys; Outline Planning Application - Proposed residential development comprising up to 400 dwellings, including means of access, recreational open space and related infrastructure. (All detailed matters other than means of access to the site are reserved for subsequent approval).
The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation for approval subject to conditions.

A site visit took place on Friday, 23 June 2017.

Members noted the supplementary correspondence.

Representations were heard in support of and against the officer recommendation.

Resolved,

That application 2017/29929 be deferred to enable the application to be considered in the context of the Local Plan Preferred Development Option

DM20 2017/29930 - Appleton Cross; Outline Planning Application - Proposed residential development comprising up to 370 dwellings, means of access to the site; local neighbourhood centre (including retail convenience store up to 500 square metres; health centre up to 1,000 square metres and place of worship/community use up to 1,000 square metres, with associated outside space, access and parking) recreational open space and related infrastructure. (All detailed matters other than means of access to the site are reserved for subsequent approval).

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

A site visit took place on Friday, 23 June 2017.

Members noted the supplementary correspondence.

Representations were heard in support of and against the officer recommendation.

Resolved,

That application 2017/29930 be deferred to enable the application to be considered in the context of the Local Plan Preferred Development Option

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

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

### Wednesday 19th July 2017

Start 18:30

<table>
<thead>
<tr>
<th>Item</th>
<th>Page</th>
<th>App number</th>
<th>App Location/Description</th>
<th>Recommendation</th>
</tr>
</thead>
</table>
| 1    | 2    | 2016/28056  | 53, Hob Hey Lane, Culcheth And Glazebury, Warrington, WA3 4NP  
    Full Planning - Proposed demolition of existing dwelling and ancillary buildings and the erection of 3 detached houses together with ancillary works. | Approve         |
| 2    | 20   | 2017/30325  | Land at Chapelford bounded between, land West of Belvedere Drive and Detroit Close, South of Oklahoma Boulevard and Boston Boulevard, North of Sycamore Lane, (between Sycamore Lane and Patton Drive), Great Sankey, Warrington  
    Reserved Matters (Major) - Application for a two platform railway station comprising a station building with new footbridge, two lift towers, associated passenger car park (all reserved matters following grant of outline planning permission 99/40635) (amended scheme) | Approve         |
DEVELOPMENT CONTROL COMMITTEE DATE 19-Jul-2017

ITEM 1

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2016/28056</th>
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<tbody>
<tr>
<td>Location:</td>
<td>53, Hob Hey Lane, Culcheth And Glazebury, Warrington, WA3 4NP</td>
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<tr>
<td>Ward:</td>
<td>Culcheth, Glazebury and Croft.</td>
</tr>
<tr>
<td>Development:</td>
<td>Full Planning - Proposed demolition of existing dwelling and ancillary buildings and the erection of 3 detached houses together with ancillary works.</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>29-Jul-2016</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Mr Nelson</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>22-Sep-2016</td>
</tr>
</tbody>
</table>

**Reason for Referral to Committee**

At the request of Councillor Smith and by reason of objection from Culcheth and Glazebury Parish Council. This application was deferred at the 28th June 2017 meeting of DMC for a site visit. Members visited the site on 14th July.

**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 Location**

The site is within the settlement of Culcheth as defined by the Local Plan Core Strategy Policies Map. The site is 53 Hob Hey Lane and its garden which is 0.34ha in size, and is accessed via two access points from Hob Hey Lane. This area of Culcheth is residential in character, with residential properties surrounding the site, as well as an electricity substation adjacent to its northern boundary, and a new development on the adjacent site to the north under construction (land between 53 and 67 Hob Hey Lane). No’s 1 – 5 Clifton Avenue are sited to the west of the site.
The existing property is two storey with a single storey double garage, and there is a summer house at the rear of the site. To the site boundaries is mature planning and trees. There is a fall in levels of approximately 1.3m from the south west corner of the site at the rear to the north east corner of the site at its front. A culvert runs along the northern boundary of the site.

Proposal

This application proposes the demolition of the existing dwelling and ancillary buildings and the erection of 3 detached dwellings and ancillary works. The dwellings would all be 2.5 storey (i.e. the upper floor would be in the roof), 5 bedroom, with integral garage and driveway parking and constructed mainly from brick with slate roofs. House B would front Hob Hey Lane and is to retain existing access directly from Hob Hey Lane. House A and C would be set behind House B with these two properties facing north and to be accessed from a shared private driveway. Levels would be generally increased across the site to enable water to flow naturally into the existing drainage system. Importantly no change in levels is proposed along the southern boundary with No.47 and minor changes in levels of 0.2m at the western boundary. Surface water would drain via either infiltration into the ground or into the existing surface water drainage system. Foul water would drain to the foul sewer. Important trees and hedgerows on the site would be retained – however, the existing hedgerow at the front of the site is to be replaced with a new hedge 1m back to achieve the required visibility at the main site access. Other landscaping and trees are to be planted around the site.

Relevant Planning History

No planning history for the application site.

Relevant site history of adjacent site land between 53 – 67 Hob Hey Lane;

- 2015/26386 Proposed Reserved Matters application for layout, scale, appearance and landscaping following outline approval 2013/21670 Approved with conditions 07.10.15

- 2013/21670 Outline application for the construction of three dwellings with all matters reserved except access. Approved with conditions 01.08.13

Planning Policy

The National Planning Policy Framework (NPPF), Warrington Local Plan Core Strategy (LPCS) and Supplementary Planning Documents (SPD) are relevant.
Notification Responses

11 letters of objection have been received from 7 nearby addresses to the original scheme and 5 further letters of objection from 5 nearby addresses been received to the amended plans/information.

The following objections have been raised:

- Contrary to planning policies
- Overdevelopment not in keeping with character of area
- Further building would erode already undermined character
- Not low impact infill development
- Developer advised 2 houses would be preferable
- 3 storey houses will be a visible eyesore
- Proposal contravenes building line
- Trees have been removed from the site and some are missing from plans
- Importance of ensuring mature trees and hedgerows are retained
- Once properties are occupied could trees be removed?
- The site and substation have been flooded – what mitigation is being undertaken?
- Are EA satisfied with maintenance of water culverts?
- Has any investigation of historical well been undertaken?
- Environment Agency recommend culvert is opened
- Who would be responsible for future flooding/damage?
- Levels are being raised which would divert water onto surrounding properties
- Siting of properties would destroy outlook, privacy and cause overshadowing
- Noise and disturbance
- Highway safety including safety of school children
- This could open floodgates to developments on large gardens in area
- Disturbance of wildlife
- Undocumented connections to substation could be disturbed causing serious problems
- Adjacent development of 3 houses is out of character and raises road safety concerns
- How could this be built given properties so close to boundaries
- View would alter

Consultation Responses

Culcheth & Glazebury Parish Council – Objects.

- Urban effect of three houses to rear of site being higher than no.49
- Adverse impact on adjacent residents
- Need replacement/new boundary tree planting
- Route of underground watercourse should be planted to encourage wildlife
- Welcome improved revised plans but still concerned
- Alignment of houses at rear
- Lack of turning area
- Very concerned screening trees are retained/replaced.
- Drainage issues remain.
Ward Councillors - Cllr Matt Smith objects.

- Number and density of housing out of character with area
- Detrimental to amenity of adjacent residents

**WBC Highways** – No objections subject to conditions regarding provision of electric vehicle charging points; a refuse management plan and restriction to 600mm high on anything within visibility splay.

**WBC Tree Officer** – No objections subject to conditions regarding tree protection and landscaping (including provision of replacement planting for retained trees on the site which may fail within 5 years of occupation).

**WBC Environmental Protection** – No objection subject to Contaminated Land conditions (characterisation & Remediation Strategy and Completion).

**United Utilities (UU)** – No objections subject to conditions regarding foul and surface water and management/maintenance of SUDS.

**Environment Agency (EA)** – No objection subject to conditions regarding undertaking a CCTV survey of the Wellfield Wood Brook culvert through the site to assess its structural condition and hydraulic adequacy, with any maintenance, repair and/or replacement works undertaken prior to occupancy of the development; and to ensure that the access gates are designed to ensure no additional loading is placed on the culvert.

**Greater Manchester Ecology Unit** – No objections subject to conditions regarding bird breeding season, and a landscaping plan to mitigate tree loss and bird nesting habitat.

**Observations**

**Principle of Development**

The Local Plan Core Strategy housing target was quashed by the High Court in February 2015. In the absence of a housing target the Council is not currently able to demonstrate a 5 year housing land supply.

Until the Council can demonstrate a 5 year housing supply paragraph 49 of the NPPF confirms that relevant policies for the supply of housing should not be considered up-to-date. Effectively Policy SN 1 of the LPCS is therefore superseded and the presumption in favour of sustainable development as set out in paragraph 14 of the NPPF will apply.

Paragraph 14 of the NPPF advises that where the development plan is out of date, planning permission should be granted unless “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole” or “specific policies in this Framework indicate development should be restricted”.

The application site is located in Culcheth which is an inset village within the Green Belt. Therefore Policy CC 1 of the LPCS is relevant and this supports
new build developments subject to them complying with national policy and ensuring they are sustainable in terms of Policy CS 1 of the LPCS.

Policy CS2 of the Core Strategy identifies the re-use of previously developed land as a priority and sets a target of 80% of new homes to be delivered on such sites. The proposal results in a net increase of 2 dwellings across the site with the new dwellings taking up garden land which is excluded from the definition of previously developed land in the NPPF. The proposed development would not contribute towards the previously developed land target, however policy does allow for some development of greenfield sites where they are in sustainable locations.

The site is considered to be in a sustainable location within the existing village of Culcheth and would bring a vacant underused site into a positive use which is consistent with its surroundings.

The Core Strategy does not include a specific policy regarding the development of garden land and as such the acceptability of the proposal is considered to come down to whether the scheme would cause harm to the character of the area. Policy QE7 advises that proposals should be designed to use the density and mix of development to optimise potential of the site without damaging the character of the area.

Therefore, the principle of residential development in this location is considered to be acceptable, subject to the detail of the proposal complying with other relevant policy requirements as discussed below.

Siting & Design
The number of properties proposed has been reduced from 4 as originally submitted to 3, which equates to a low density of approximately 9 dwellings per hectare. However, it is considered that this is acceptable as density in the area ranges between 6 and 12 dwellings per hectare, with most houses being large detached or semi-detached properties in quite large gardens. As such the density is considered to be in keeping with the character of its surroundings.

The scheme proposes a new dwelling fronting Hob Hey Lane providing an active street frontage. It would be set 11.5m from the back of the pavement and approx. 11m forward of no. 47, but behind the building line of the new properties under construction to the north. Given the separation to site boundaries and the context of the neighbouring properties this arrangement is considered acceptable within the spatial pattern of the area.

The 2 dwellings proposed to the rear of the site are orientated facing north and would be provided with front gardens and driveways and relatively large rear gardens in excess of 11m. They would be sited at least 11.2m from the southern boundary with no. 47; 9.2m from the western boundary adjoining the gardens of properties on Clifton Avenue; 7.1m from the north western boundary and 10.3m from the northern boundary with the adjacent residential site currently under construction. This level of spacing around the site means
it is considered that the proposed dwellings can be accommodated without resulting in a cramped form of development.

The proposal also follows a similar pattern of development to that approved and under construction on the adjacent site (land between 53 – 67 Hob Hey Lane) with the benefit of dwelling type B at the front of the site facing Hob Hey Lane therefore achieving an active frontage to the site.

Levels on parts of the site would be raised by up to 0.75m in order to facilitate drainage of the site. However it is important to note that no alterations are proposed along the boundary with the adjacent property No. 47 and minimal changes along the western boundary with gardens of properties on Clifton Avenue (approx 0.2m). The ridge height of the proposed dwellings would be 0.6m higher than the adjacent no.47. However, all of the proposed dwellings would be lower than the ridge height of the new properties to the north of the site as well as No.67 Hob Hey Lane. As such it is considered that when viewed from Hob Hey Lane the scheme would be appropriate to its surroundings.

The proposed dwellings will not be particularly visible from public vantage points along Clifton Avenue, at approximately 60m from the nearest public vantage points on this road with partial screening from existing properties and trees. Therefore it is not considered that the proposed properties would appear visually intrusive when viewed from Clifton Avenue.

The properties are to be constructed mainly from brick with slate roofs which would harmonise with other properties in the area.

It is therefore considered that the proposal would comply with Policies CS 1 and QE 7 of the LPCS by delivering high quality design.

Residential Amenity
In relation to residential amenity, the separation distances set out in the Household Guidelines SPG (2003) provide a useful guide. These guideline distances are 13m between principal windows and blank gables, and 21m between facing principle windows, in the case of two storey development.

House B at the front of the site would be some 11m forward of No. 47 with the main 2 storey dwelling being approx. 13m from the side elevation of no. 47. This is considered to be good separation and it is considered that this siting would not have a detrimental impact on residential amenity of this neighbouring property in terms of dominance, outlook and privacy.

The relationship with the new dwellings under construction to the north and the dwellings opposite on Hob Hey Lane is considered acceptable with over 30m between these properties and the proposed development.

There will be more than 27m between the nearest proposed dwelling and no.7 Brookfield Road to the north west of the site. There would be more than 50m between No 1 Clifton Avenue to the west and the western elevation of
In terms of the layout proposed, the separation between the proposed dwellings and the site boundaries are all in excess of 7m with gardens being over 12m in depth.

Given the net increase of 2 dwellings at the site and siting of properties, it is considered that noise and disturbance would not be likely to be a particular problem.

It is therefore considered that the proposal would be unlikely to impact detrimentally on the residential amenity of surrounding residents.

Objections have been received regarding views altering, but in planning terms there is no right to a view.

Given the above considerations it is considered that the proposal would comply with Policies CS1 and QE6 of the LPCS.

Highway Safety/Parking/Access
The proposed reconfigured gated accesses are acceptable, being set back sufficiently to enable vehicles to wait off street.

The access to the new property facing Hob Hey Lane is being reconfigured and overall would improve highway safety.

Highways comment that the visibility splay at the main entrance appears to achieve the 2.4 by 43m splay as drawn, but the actual requirement along this 20 mph speed limit is 2.4 by 25m. However, this visibility splay would be partially obstructed by T1 to the north of the access, to a minimum of approximately 18m.

On balance it is considered that overall given it is a street tree which would be important in the street scene its retention would be preferable.

The reconfiguration of the access would be an improvement over the existing situation and there is no collision record associated with the access. National guidance suggests certain obstacles within visibility splays can be ignored and it is not automatically unsafe to have slightly reduced visibility. Given these considerations Highways consider that the reconfigured accesses are acceptable. A condition is recommended to ensure that the visibility splay to the south of the main access is maintained.

Adequate car parking is provided to comply with the Council parking standards of 3 spaces per dwelling, and visibility within the site is provided for both pedestrians and vehicles.

Although the access road is generally oversized, Highways consider it is acceptable and continuous two metre wide footways and adequate turning
facilities are proposed within the site.

Collection of refuse may need to be provided through a private company, given that the access road is to be gated and unadopted, and a condition is recommended for a refuse management plan.

A condition is recommended regarding provision of electric vehicle charging points.

It is considered that the proposals in terms of parking provision and highway safety would be acceptable and comply with Policy MP 1 of the LPCS.

Impact on Landscape/Landscape Features
The Tree Officer considers that the submitted Arboricultural Impact Assessment is acceptable. He considers proposed vegetation removals (H1, G2, G3, G5, G6, G10, T13 and two trees from G8) are acceptable in principle because most are general garden plantings which offer little to the wider street scene. The loss of these can be mitigated through the introduction of new plantings within the landscape scheme. In terms of H1 this is a hedgerow at the front of the site and is to be replaced 1m back to achieve the required visibility at the main site access, and this is considered acceptable.

The proposed levels changes are considered acceptable by the Tree Officer, including those in the area of T10 (on site purple leaved Norway maple) and T11 (off site horse chestnut). The increase in levels to the tree stock on both the south and west boundaries is minimal and is likely not to cause any ill effect, however any change in soil levels could cause issues with underlying roots. As the trees to be retained provide a valuable screen the Trees Officer recommends that their replacement should they fail, could be included within a five year retention of trees within a landscape condition.

Levels are proposed not to change within the RPA’s of the off-site trees T2 (Sycamore) and G1, should the levels in this area remain and driveway construction not exceed the existing sub-base as described within the submitted tree report the proposed surface would be satisfactory.

In respect of the tree located on highways adopted land (T1 ash), 2.4 metres of the access point from the highway will have to be of typical highways construction, which will likely severe most of the roots at this location. However, the Trees Officer considers that the tree would be likely to survive the construction works if the remainder of this trees rooting area remains undisturbed with construction above existing levels, and inert subbase materials used within the 2.4 metre section. This would be dealt with through the recommended condition ensuring that a Tree Protection Method Statement is submitted. It is also considered that the proposals for replacement/extension of hardsurfacing to both accesses would be acceptable as this would utilise permeable paving, and in one area geotextile.

The proposed tree removal and replacement planting would not adversely affect the overall character of the area, and replacement hedgerow and new
tree planting at the front of the site would be likely to enhance the street scene. A detailed landscaping scheme condition is recommended.

Objections have been received regarding trees that have been removed previously, and trees are missing from the plans. The Council does not have control over removal of trees on the site prior to an application being submitted, and the submission appears to be accurate in terms of tree locations.

Therefore it is considered that the proposal would comply with Policies CS 1, QE 5, QE 6 and QE 7 of the LPCS.

**Impact on Biodiversity**

The application site is not designated for its nature conservation value and the application is supported by a bat survey which found no evidence of bats, and the site has therefore been assessed as low risk. This is considered by the Council’s ecology advisors GMEU to be accurate and acceptable. Whilst some tree and shrub removal is proposed a condition is recommended to ensure this is undertaken outside the bird breeding season, and new landscaping would be provided.

Therefore it is considered that the proposals would not undermine the biodiversity on the site in accordance with Policies CS 1 and QE 5 of the LPCS.

**Affordable Housing/Education**

In this case there is no requirement for affordable housing or an education contribution given that the proposal is for 3 houses and would have a floorspace of 910m2, which is below the trigger of 11 units or 1000m2 set out in the Planning Obligations SPD.

**Drainage**

There is no requirement for a Flood Risk Assessment (FRA) given the scale of the proposal.

The development would utilise permeable paving to most hard surfaces, so most surface water would soakaway. However, any further surface water and water from house roofs would drain to the existing surface water culvert passing through the site. Foul water drainage to be connected to the existing foul water sewer in Hob Hey Lane.

Neither UU nor the EA raise objections to the proposals including the raising of levels. Although UU advise that consideration should be given to utilising a SUDS scheme this is what is proposed. They advise that surface water drainage to the surface water sewer would need to be restricted to 15l/s, and recommend a condition regarding future management/maintenance of the SUDS scheme. Objections regarding the site suffering from flooding have been received, and the EA confirm this. To mitigate future flooding they
recommend a condition regarding undertaking a CCTV survey of the culvert through the site, and ensuring any works required are undertaken prior to the occupation of the development.

Should there be a historic well on the site that would affect how the properties are built that would be dealt with under the Building Regulations.

It is considered that the proposal would be suitably drained and given its scale and the conditions recommended it is unlikely that it would lead to increased flood risk elsewhere. Therefore the proposals would accord with Policy QE 4 of the LPCS.

Other matters

It would not be reasonable to refuse permission on the basis that problems may arise if undocumented connections to substation were disturbed.

Conclusion
The proposal represents redevelopment of a site within the village of Culcheth and results in an additional 2 dwellings on the site. It is considered that the scheme is a sustainable form of development that will not harm the character or appearance of the area and maintains an acceptable relationship with residential properties adjacent to the site. The scheme provides improvements to the existing access and provides acceptable parking provision within the site. Matters of drainage and tree protection and planting can be secured by condition. The proposal is therefore considered to be an acceptable form of development.

Recommendation

Approve subject to conditions.

Conditions & Reasons

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

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

2. The development shall be carried out in accordance with the approved plans:

   1082/LP1 - Location plan
   1082/11c - Topographical survey
   1082/12c - Proposed housing layout
   1082/13c - Proposed landscaping
   1082/14c - Proposed and existing levels
   1082/15c - Proposed drainage
   1082/16c - Proposed and existing street elevations
1082/17c - House type A  
1082/18c - House type B  
1082/19c - Setting out  
1082/20c - Sections through site  
1082/21c - House type C

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. 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. The development shall be constructed in accordance with the approved details/samples and retained thereafter.

Reason: In order to comply with Policy QE7 of the Warrington Local Plan Core Strategy and the Warrington SPD: Design and Construction. A pre-commencement condition is needed so that materials used are approved prior to commencement of the development including construction.

4. Prior to the occupation of the development, details of a scheme to enable easy retro-fitting of electric vehicle charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle charging points shall be fitted within 3 months of the occupation of each dwelling and retained thereafter.

Reason: To ensure electric vehicle charging points are provided in accordance with Policies CS 1 and MP 1 of the Warrington Local Plan Core Strategy.

5. Prior to the occupation of the development, details of a refuse Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Refuse collection shall be carried out in accordance with the approved details.

Reason: To ensure refuse is able to be collected in accordance with Policy QE 7 of the Warrington Local Plan Core Strategy.

6. Nothing shall be planted, allowed to grow or built to a height greater than 600mm within the areas shown to be in the visibility splays on Drawing 1082/12C. The visibility splay shall be provided prior to occupation and retained thereafter.

Reason: In the interests of highway safety in accordance with Policy
7. Prior to the commencement of any demolition or other works, a satisfactory scheme for the protection of all trees/hedgerows/shrubs and vegetation to be retained both within and adjoining the site shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include a construction methodology for development within root protection areas and the installation of foundations, hardstanding, utility services and drainage systems in relation to root protection areas, in accordance with BS 5837:2012. Proposed materials, excavation depths and finished levels shall also be detailed in the scheme. No works of any kind including demolition shall commence unless and until the measures are implemented and they shall be retained in place for the duration of construction works.

Reason: The details are required prior to commencement of development to ensure that the trees/hedgerows/shrubs on the site are protected during construction works in the interests of local amenity, and in order to comply Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction.

8. Prior to first occupation of any dwelling hereby approved a satisfactory programmed landscaping scheme which shall include all areas of hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of the development, 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 either retained or 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 Local Plan Core Strategy and the Warrington SPD: Design and Construction.

9. No development (other than demolition and site clearance works) shall take place until the steps in Sections A and B below are undertaken:

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

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

Completing a PRA is the minimum requirement. DQRA should only to be submitted if GQRA findings require it.

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

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

Reason: This is required prior to development commencing 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 Warrington Core Strategy and the Environmental Protection Supplementary Planning Document.

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

A: REMEDIATION & VERIFICATION: Remediation 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 QE6 of the Warrington Core Strategy and the Environmental Protection Supplementary Planning Document.

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

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy QE 4 of the Warrington Core Strategy.

12. Prior to the commencement of any development, details of how the pass forward flow rate of any surface water that would drain to the public surface water sewer, would be restricted to 15 l/s.

Reason: This is required prior to commencement to significantly manage the impact of development on wastewater infrastructure given drainage is an early activity in the construction process, and to secure proper drainage and to manage the risk of flooding and pollution in accordance with the NPPF and NPPG in accordance with Policy QE 4 of the Warrington Core Strategy.

13. Prior to the first occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development (if applicable) shall be submitted to the Local Planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
   a. The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Resident’s Management Company/Body; and
   b. Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.
Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development in accordance with Policy QE 4 of the Warrington Core Strategy.

14. Prior to the construction of the dwellings above slab level a CCTV survey of the Wellfield Wood Brook culvert through the site to assess its structural condition and hydraulic adequacy shall be undertaken, and a report setting out its findings including any recommendations shall be submitted to and approved in writing by the Local Planning Authority.

Any maintenance, repair and/or replacement works that are necessary shall be undertaken prior to occupation of any dwelling.

Reason: To reduce the risk of flooding in accordance with Policy QE 4 of the Warrington Core Strategy

15. No works to trees or shrubs shall occur or demolition commence between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Reason: In order to avoid adverse impacts on nesting birds in accordance with Policy QE 5 of the Warrington Core Strategy.

16. Proposed levels for both the floor levels of the dwellings hereby approved and the wider site shall be implemented in complete accordance with the approved details.

Reason: To ensure that levels are suitable in accordance with Policies QE 6 and QE 7 of the Warrington Local Plan Core Strategy.
Appendix 1 - Plans

Proposed site layout showing relationship with adjacent development

Section through the proposed site from Hob Hey Lane to the rear boundary

Section through the proposed site through house type C from boundary with 47 Hob Hey Lane to the adjacent development
Proposed street scene
## DEVELOPMENT CONTROL COMMITTEE DATE 19-Jul-2017

### ITEM 2

<table>
<thead>
<tr>
<th>Application Number:</th>
<th>2017/30325</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>Land at Chapelford bounded between, land West of Belvedere Drive and Detroit Close, South of Oklahoma Boulevard and Boston Boulevard, North of Sycamore Lane, (between Sycamore Lane and Patton Drive), Great Sankey, Warrington</td>
</tr>
<tr>
<td>Ward:</td>
<td>Great Sankey South, Whittle Hall., Chapelford and Old Hall, Great Sankey South</td>
</tr>
<tr>
<td>Development:</td>
<td>Reserved Matters (Major) - Application for a two platform railway station comprising a station building with new footbridge, two lift towers, associated passenger car park (all reserved matters following grant of outline planning permission 99/40635) (amended scheme)</td>
</tr>
<tr>
<td>Date Registered:</td>
<td>10-May-2017</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Warrington Borough Council</td>
</tr>
<tr>
<td>8/13/16 Week Expiry Date:</td>
<td>08-Aug-2017</td>
</tr>
</tbody>
</table>

### 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 is the applicant for the scheme and as a part funder retains a significant interest and involvement in the design, specification and delivery of the scheme and subsequent management of the site.
Site and Proposal

The site extends to approximately 2 hectares and includes a section of operational railway at the southern end of the site.

The site itself is vacant and bounded by residential properties to the north, east and west. To the south it is bounded by Sycamore Lane. Properties to the east, north and west are part of Chapleford whilst those to the south off Sycamore Lane are longer established properties.

A reserved matters application was approved several years ago by Development Management Committee for a train station on the site (2015/26124) and associated access and car parking. The current proposal is an amended scheme and follows a value engineering exercise. The main differences between the plans approved in 2015 and the plans submitted are as follows:

- Reduction in size of station building
- Station building proposed in new position
- Reconfiguration of car park layout
- Provision of separate car park for mobility impaired drivers and electric vehicles between station building and Verden Court apartments
- Omission of covers from platform, footbridge and stairs
- Reduction in total number of car parking spaces from 284 to 245

The proposed development consists of the following:

- Two new 150m long platforms adjacent to the existing rail line
- A station building on the north side (i.e. Manchester bound) of the track
- Pedestrian shelters on both platforms
- A new 25m long pedestrian footbridge with access steps and lifts
- A station car park and interchange to the north of the station itself
- Dedicated electric vehicle charging spaces and spaces for mobility impaired drivers adjacent to the station building (on site of piazza)
- Dedicated cycle storage building
- Pedestrian crossing point adjacent to station

Like the 2015 application, the proposed station would be an entirely new facility located on the southern edge of Chapleford with the aim of improving accessibility across the west and north of Warrington and servicing Chapleford itself along with areas of growth such as Lingley Mere and Omega.

The boarding length of the platforms will be as per the 2015 application at 150m in length which would allow for standard 24m length, six-car trains. Demand modelling undertaken as part of the funding bid application anticipates the station attracting approximately 800,000 passengers per year by 2025.
Again, as with the 2015 application, a new 25 metre span bridge will provide access to the platforms. This will comprise a 3m clear walkway width with stairways leading from the platform to the new footbridge. There will be a lift tower on each platform to take passengers to the new footbridge.

The main secure and lit car park comprises 211 standard sized spaces, 9 oversized spaces and 14 motorcycle spaces. A second smaller lit car park directly adjacent to the station building comprises 12 spaces for disabled drivers and 11 electric vehicle charging points.

A dedicated bus-only section of the road will run immediately outside the station building incorporating three bus stops. A drop-off facility will be provided close to the front of the station and adjacent to the main station building there will be a covered cycle compound. Lighting is proposed to the approach roads, car parking areas, station entrance, platforms and footbridge. A Kiss and Ride facility along with taxi rank will be provided close to the front of the station.

Public Consultation

The Council, as the promoter undertook further consultation on the revised scheme in February 2017. An information leaflet was produced to provide a summary of the proposed station as well as further information on how residents could get involved with the consultation process. In total, around 11,800 leaflets were distributed. The leaflet provided key visuals for the scheme and information on a number of points, including the need for a new station; its facilities, progress to date, access to the station and so forth.

The leaflet was posted to every address within a 1km radius of the proposed station and Sankey-for-Penketh station. A press-release was drafted and distributed by the Council prior to the consultations on the 13th February 2017. It was provided to the Warrington Guardian, and on local news websites including BBC Liverpool, and ITV Granada. As part of the 2013 consultation, an online survey was set up to enable members of the public to respond to set questions about the proposed station. The same survey was used to ask questions about the revised station design in 2017. The survey was available on the WBC website for a period of four weeks to allow members of the public to provide feedback to the proposals. In addition, the station consultation received internet coverage, with articles appearing in Cheshire Today, Warrington Guardian and Wire FM on 13th February 2017. WBC also provided information of the consultation on their twitter account.

Four public exhibitions, which were widely publicised in advance were also held to provide information on the proposals, as well as to enable the public to air their opinions and any concerns face-to-face. The events were held in a range of venues on weekdays, evenings and weekends to ensure as many people as possible could attend. The events were widely publicised in advance to make people aware of them.
The events were held at the following locations/dates:

- Sainsbury’s Chapleford on Saturday 18th February from 10am to 4pm
- Honiton Square Tuesday 21st February from 10am to 4pm
- Sankey-for-Penketh station on Wednesday 22nd February from 7am to 2.30pm
- Sainsbury’s Chapleford on Thursday 23rd February from 2pm to 7pm

Presentations on the proposals to stakeholders were also made at the following meetings:

- Chapleford and Old Hall Community meeting (Monday 13th February);
- Great Sankey Parish Council (Wednesday 8th March); and
- Warrington Disability Partnership (Tuesday 21st March).

The 2017 consultation results identified that over three quarters (76%) of respondents were supportive of the station proposal, with 77% stating they would use it. A number of specific issues were highlighted by the consultation.

With regard to the reduction in service levels proposed at Sankey-for-Penketh station, the Council is committed to lobbying the rail industry for an enhanced service level (above that currently proposed) at the station following the opening of Warrington West. The importance of high quality access links between Sankey-for-Penketh station and Warrington West is acknowledged and the scope for enhancing these links will be reviewed going forward.

Work is also ongoing to ensure that the impact of the operation of the car park is minimised in terms of noise and congestion levels. This includes reviewing the location of the entrance/exit points. The concerns expressed relating to potential parking issues on residential roads around the site have also been noted and the Council will review the case for residents parking zones or other mitigation measures to address any issues that may arise.

**Relevant Planning History**

A new railway station on the southern edge of what is now Chapleford was approved as part of the outline planning permission for “a mixed use urban village” in May 2002 (99/40635).

The provision of land for a new station has been shown as part of each version of the Masterplan for Chapleford and a reserved matters application for a station, platforms, vehicular access and car parking was approved in 2015 (2015/26124).

**Planning Policies**

**National Planning Policy Framework**

Matters including the effort to support sustainable new development; improving public transport; the creation of high quality places and the protection of living conditions.
Local Plan Core Strategy (LPCS)

The main policy framework in the LPCS, is provided by:-

CS4 – Transport
MP1 – General Transport Principles
MP6 – Transport Infrastructure
MP10 – Infrastructure
WW1 – Chapleford Urban Village
QE6 – Environment and Amenity Protection

Local Transport Plan 3

The Warrington Local Transport Plan 3 (LTP3) is a 19 year plan, covering period 2011 to 2030. In strengthening and improving the rail network, the Council will work with Network Rail and the train operating companies to identify opportunities for enhancing the rail network and will continue to support improvements on the railway throughout Warrington.

Supplementary Planning Documents

- Design and Construction
- Environmental Protection
- Standards for Parking in New Development

Consultation Responses

**WBC Highways** – No objections subject to conditions.

**WBC Lighting** – No objections.

**WBC Environmental Protection** – No objections subject to conditions.

**WBC Flood Risk** – No objection subject to conditions.

**Greater Manchester Ecology Unit (GMEU)** – No objections subject to conditions.

**United Utilities** – No objection subject to conditions.

Notification Responses

**Ward Councillors** – No response to date.

**Parish Council** – No response to date.

**Chapleford Residents Association** – No response to date.

**Neighbours** – To date, 5 no. representations expressing concern and one
expressing support have been received. The supportive representation welcomes the construction of the train station and anticipates that it will lead to an increase in house prices.

The representations expressing concerns can be summarised as follows:

- There are no details of the boundary fence behind the properties on Belvedere Drive in the application
- There are now 20 spaces as opposed to 12 spaces adjacent to 12 Belvedere Drive which will become a night time meeting area for all sorts of activity – is this area still necessary as the number of parking spaces across the site seems excessive
- There is a rumour that a two storey car park is to be erected – if erected this could lead to a loss of light and lead to a loss of privacy
- A wall was mooted as a possible boundary treatment along the rear of the Belvedere Drive properties but no further correspondence with residents was undertaken
- Who will maintain the fence on the car park side?
- When will work commence on the fence (along the rear of Belvedere Drive)?
- How will the difference in land levels be dealt with?
- Maintenance of the existing site needs to be more sufficient in the interim
- The planning application quotes a fence of 2400mm in height yet the drawings show a fence of 2100mm in height - which is the correct height please?
- There are concerns with the road being used as a rat run and potential problems with on street parking
- It is hoped there will be double yellow parking lines and no waiting signage in place plus speed bumps and decent road lighting
- Why can't buses turn around outside the station instead of using this as a cut through?
- It won't take long for cars to use this road as a cut through and then we will have cars speeding up and down this road as well as buses using this road
- Will there be a system of residents parking permits?
- Will the Council patrol around the station and surrounding roads and issue fixed penalty notices to illegally parked cars?
- The area around Detroit Close and Monterey Close would very quickly fill up with people parking in these streets instead of using the car park. Why can't all cars be directed by a right turn only sign when leaving the train station car park?
- All traffic should enter and leave off Boston Boulevard and not be able to cut through past Detroit Close and onto Sunset Boulevard. Where is the Kiss and Ride and taxi point going to be located - this should be by the front of the station or incorporated within the car park. Again will this be sign pointed off Boston Boulevard? This should not be located near the entrance of Detroit Close as this will make this road a rat race and cause serious health and safety issues.
• What measures are in place to stop anti-social behaviour happening on the car park at any time of day or night?
• Will travellers be able to access the car park illegally and who will be policing the car park and train station - if it is British Transport Police then where are they located and how long will it take them to respond to an emergency?

Observations

Principle

A new station on this part of the line has been mooted since the mid-1990s in recognition of the growth being delivered in the west of Warrington which includes Chapleford itself, Briarswood, Lingley Mere and Omega. The aspiration for a new station currently finds expression in policy WW1 of the Local Plan Core Strategy for Warrington.

This project would deliver the railway station approved in principle as part of the outline planning permission for Chapleford, granted in May 2002 (99/40635). The indicative Masterplan for Chapleford, whose purpose is to guide the generalities of the area’s development over the long time period since the outline permission was made shows that land is reserved for a rail station and car park in this vicinity. The part funding of the proposed station, and for the feasibility work needed to progress the scheme, was secured by a legal agreement attached to the 99/40635 outline permission. As stated, a reserved matters application was approved in 2015 for a station, platforms and associated access road and car parking.

The site is well served by bus services connecting across north west Warrington with services currently provided to the station site both within Chapleford and along Sycamore Lane. The principle of a new station in this location is therefore acceptable and would deliver a long-held land use/transportation aspiration held by the Council.

Design, Appearance and Landscaping

The originally approved station (2015/26124) building comprised a larger structure sited directly adjacent to the new passenger footbridge to which it was physically connected. A value engineering exercise has led to the development of a smaller station building, located approximately 30m north of the stairs/lift to the platforms. The smaller station building retains the design ethos of the originally approved building in terms of its cylindrical roof and contemporary materials palette. Changes have also been made to the car park layout and an additional separate area of car parking for mobility impaired drivers and electric vehicles is now proposed between the new station and the existing apartments in place of a piazza.

The new station building will comprise elevations faced with metal cladding panels with inset metal framed windows to the staff/private end of the building. The public area of the building will utilise large areas of glazed walls to
provide a light open area for the booking hall, with the end wall of the building using metal cladding panels. Areas of external glazed canopies to the two entrances are also proposed.

Like the previously approved scheme, the modern and contemporary design of the building will achieve its intended landmark function - and this theme will be continued along the platforms and associated waiting shelters which will afford a high quality and contemporary feel to the station.

In terms of levels, the most significant changes comprise increases adjacent to the station to facilitate pedestrian pathway to the platforms and bridge. The land either side of the pathway is will be graded and landscaped. As per the plans approved in 2015, a landscaped strip is proposed along the boundary with Belvedere Drive to the east. The depth of this has been increased from 2.1m to 3m behind 12 to 19 Belvedere Drive and from 1.5m to 2m along the boundary with 21 Belvedere Drive. Landscaping is also proposed adjacent to the boundary of the side (southern) boundary of 12 Belvedere Drive as well as throughout the rest of the site.

Residential Amenity

The main car park, in terms of its boundary and relationship with the properties on Belvedere Drive is similar to that approved in 2015 albeit with an increased depth landscaping strip.

Indicative sections show some modest land level increases along the boundary with Belvedere Drive as part of the works to form the car park. However, a 2.1m fence is detailed to the rear garden boundaries of these properties which is considered to be a sufficient height to mitigate overlooking from users of the car park.

In terms of the relationship, between the car park for mobility impaired drivers/electric vehicles and Verden Court, as existing the boundary with these apartments is demarcated by 1.2m high decorative railings and stepped back from the railings a further 2.5m is a temporary close boarded fence. The plans involve raising land levels by a maximum of approximately 800mm to form this car park - although the landscaping proposed between the car park and the boundary with Verden Court will largely mitigate the visual impact of the car park.

The plans also detail the erection of a 1.8m high close boarded fence as a replacement for the low railings. However, this treatment may contravene the Crime Impact Statement (CIS) which advocates retaining the existing 1.2m high railings and substituting the 1.8m high close boarded fence with 1.2m high railings. On this basis and given the level changes, a condition is suggested to require the final boundary treatment details of this part of the site to be submitted for approval to ensure the most suitable solution is achieved.

Like the 2015 application, buses and public service vehicles will not use the car park and a height restrictive barrier is detailed on the plans. The over-size
vehicle spaces have been designed for vulnerable car drivers rather than necessarily for larger vehicles and these are sited adjacent to the access road just south of the roundabout junction with Boston Boulevard.

The CIS recommends that the design, operation and maintenance of the car park should be such that it achieves a Safer Parking accreditation (the Park Mark standard) which is a national standard for UK car parks that have low crime rates and measures in place to ensure the safety of people and vehicles and which are assessed for this accreditation by the police.

The CIS also recommends that CCTV should be installed to cover the car park and be integrated with the CCTV in the station. Provision should be made to be able to monitor the CCTV from the Station office and any retail outlets. The CCTV should also capture all vehicles and pedestrians accessing and egressing the car park and a minimum of four cameras should be installed in the car park. These should include 2 overview cameras installed at the far side of the car park which should have 5% monitoring capacity and two higher resolution cameras at the entrance of the car park that are capable of recording number plates and facial details.

The station, cycle store and platform will also require full CCTV coverage and images should be of evidential quality and images maintained for a period of 28 days.

The CIS also recommends that lighting in the car park should comply with the relevant British Standards. Lighting also needs to be installed which is sensitive to the needs of local residents and this could potentially be by the use of different levels of lighting around the site.

The applicant's Noise Assessment (NA) was conducted to establish existing background noise levels to help enable assessment of the impact of potential noise impact from the new road, car park use, station use and construction phases.

Noise readings, to ascertain existing levels, were taken at two locations on the site over a 7 day period at the western boundary adjacent to the apartment blocks (Graceville Court) and at the eastern site boundary adjacent to the housing on Belvedere Drive. At both locations, the dominant sound source was train pass-bys on the rail line to the south of the site and just audible levels of traffic from nearby Sycamore Lane and the roundabout immediately to the north of the development site.

The NA for the car park was undertaken to predict noise levels at 5 locations which represent the closest Noise Sensitive Receptors (NSR) to the main car parking area and the smaller car park (comprising the electric vehicle charging points and spaces for mobility impaired drivers). The NA concludes that the effects of car park activity will not give rise to adverse effects at nearby NSR. It also concludes that additional road traffic noise will not necessitate the need for mitigation measures.
The NA also evaluates the potential impact from plant associated with the station building and platforms and concludes that plant noise levels will be below plant noise limits.

With regards to the Public Address (PA) system, a separate assessment has been undertaken using acoustic modelling software. The PA noise assessment presents results for a typical case, which demonstrates that daytime operation should not be a problem for the most part although during quiet periods a marginal situation could exist. PA noise could be an issue for the nearest noise sensitive receptors at quiet times of the night. Should the output level from the PA system exceed the 70 dB LA then there is an increased likelihood of adverse impacts (more so during the evening and night time periods). The PA noise assessment recommends a number of mitigation measures such as a broadcasting a reduced number of messages beyond an agreed curfew time; prohibiting PA messages beyond an agreed curfew time and a reduced Signal to Noise Ratio (SNR) e.g. 6 dB or 10 dB above station ambient noise levels at certain times. A condition requiring the final details of the PA system and mitigation measures is recommended by the Council’s Environmental Protection team.

The nearest house would be 38 metres from the platform, the nearest of the flats to the west of the site would be 30 metres or so from the nearest part of the platform. As the flats are taller and in a more direct line of sight to the platforms (which are in a cutting), the noise impact information produced for the flats would be the worst case scenario, in terms of impact on living conditions.

In terms of the construction phase; it is anticipated that the majority of work will be carried out between 7am and 6pm with work undertaken between the hours of 8pm and 7am being in the rail corridor. A condition requiring a Construction Environmental Management Plan (CEMP) for the night time works is recommended by the Council’s Environmental Protection team which will set limits for all construction operations.

In terms of lighting, the submitted scheme provides an indication of lighting levels on the site development but do not show any overspill beyond the site boundaries. Whilst some of the details show easily reviewable lighting levels the details pertaining to the main car park area shows a black/grey/white graded area to represent lighting levels which the Council’s Environmental Protection team cannot utilize for assessment purposes. A condition is therefore recommended requiring lighting details showing updated luminance details, including beyond the site boundary, to allow full assessment of impacts on surrounding amenity to be undertaken.

There is no objection from the Council’s Environmental Protection team to any noise related aspect of the proposal including from use of the car park; construction of the station and platform; from train noise or from the station’s public address system subject to conditions requiring detailed specifications to be agreed.
The proposals include a drain adjacent to the rear boundaries of the properties on Belvedere Drive which should impact positively on gardens on Belvedere Drive as surface water run-off will be captured in the drain. Subject to conditions, there is no objection to this from United Utilities, nor from the WBC Flood Risk team.

In terms of potential Anti-Social Behaviour (ASB), this station surrounds would be managed by the Train Operating Company (TOC) and British Transport Police. The CIS states that in the event of the area suffering from ASB, there are range of measures and powers available to the Council and local policing unit wherein consideration could be given to Acceptable Behaviour Contracts, Public Space Protection Order, Dispersal Authorities and Community Protection Orders.

**Highways Matters**

Platforms and waiting facilities are proposed for both Liverpool bound and Manchester bound lines and the station building is proposed to be sited to the north of the railway line. The proposals also include a footbridge to access the Liverpool bound platform which connects to a choice of stairs or a lift, therefore the platform is DDA compliant.

The scheme proposes a 241 space car park, comprising 213 general spaces, 9 over sized spaces, 12 disabled spaces and 11 electric vehicle charging equipped spaces.

Access to the car park will be provided to the south of the Boston Boulevard / Oklahoma Boulevard roundabout and will take the form of a priority give-way junction. Separate dedicated pedestrian access routes will be provided to the north and south-east sections of the car park.

Cycle parking will be provided within the station building to accommodate 42-cycles. Whilst the SPD has no cycle parking standards for this type of land use, this quantum is deemed to be of an appropriate level in a secure, observed area.

The TS states that “The peak parking accumulation generated by trips to the new station in the year 2020 will be 281 vehicles. This is compared to a maximum parking provision (including disabled driver spaces) of 250 spaces. As such it is likely that the new station will generate demand for overspill on-street parking on the surrounding highway network. It is therefore recommended that WBC monitor any issues of on-street parking in the vicinity of the station to consider whether new parking restrictions are required.”

Given the TS sets out a clear indication that there is the potential for overspill parking to occur, measures may be required to manage / control any such overspill parking. In keeping with the requirements of the outline planning application, Traffic Regulation Orders (TROs) maybe required to be implemented. With this in mind, Highways will require a Parking Management
Strategy to be prepared prior to the commencement of operations at the site. This plan must include a commitment to review on a 6-monthly basis the parking situation at the Station identifying any overspill parking that may take place and submit the findings of this review to the Highway Traffic Management Team. Highways will then as part of this review, determine if additional TROs may be required to manage any identified parking issues. For the avoidance of doubt, this review must also include Sycamore Lane/Tankersley Grove and adjacent roads as well as those adjacent to the site car park (the exact area of coverage will be agreed at the submission of this management plan).

Given the scale of the site, a Construction Management Plan will be required to be submitted. This CMP must detail how the construction activities will be managed to ensure no impact on the adjacent highway. Specifically the CMP must state that contractor parking will be accommodated within the site and that all construction vehicles will load / unload within the confines of the site.

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

Overall, there is no objection subject to conditions relating to a parking management plan, a Construction Management Plan (CMP) and the agreement of any form of barrier control / access control details.

Station Usage and modelling

Like the 2015 application, a robust analysis of the proposed station usage has been undertaken and updated for the business case to obtain funding for the station. The submitted Transportation Statement (TS) details this analysis.

The methodology considered rail journeys generated by the local catchment area including Chapleford and Briarswood Village (people who live within 2km of the station), Park and Ride journeys including existing rail users who might transfer from using another station as well as existing car users that would transfer, finally, inbound commuters travelling by rail to the new station to access local employment such as the Lingley Mere and Omega Development areas.

The business case methodology and forecasts were based on 2020 levels. It was noted that inbound commuter journeys may generate local taxi trips or pick up / drop off activity but these have not been quantified as part of the TS. Nevertheless, the proposed station layout includes dedicated drop off areas. Opportunities to improve bus links between the new station site and local employment areas such as Lingley Mere and Omega are also encouraged by the proposed siting of bus only laybys on both sides of the access road adjacent to the station building.

The preferred business case option of 3 trains per hour timetable is predicted to generate the following passenger demands:
• The annual park and ride demand is stated as being 433,300 single direction journeys in 2020 (i.e. 216,650 two-way journeys each year).
• 235,700 single direction journeys are forecast to be generated by residential dwellings within 2km of the new station each year (i.e. 117,850 two-way journeys).

Whilst these figures are realistic, the Transportation Statement indicates that it is inevitable that some local trips will be made by car and will result in additional parking demands.

In order to calculate daily passenger demands, annualisation factors were used to derive daily figures from the annual forecasts included in the approved business case. The annualisation factors accounted for lower usage at weekends and public holidays. On the basis of the annualisation factor used in the business case a demand of 703 return journeys per day was calculated for areas beyond 2km from the station and 382 return journeys by residents within 2km of the station site.

These figures do not include potential ‘kiss and ride’ activity or local car based journeys generated by car park usage, account also needs to be taken that parking demands will not all occur at the same time and that multiple people can travel in a single vehicle. A number of assumptions have been made to account for these factors.

The business case included mode share information for the existing Sankey Station as detailed in the table below:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage Of Journeys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>54%</td>
</tr>
<tr>
<td>Drop off</td>
<td>24%</td>
</tr>
<tr>
<td>Drive Self</td>
<td>21%</td>
</tr>
<tr>
<td>Bus</td>
<td>1%</td>
</tr>
<tr>
<td>Cycle</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

Sankey Station has limited dedicated parking available for the station which limits the numbers of passengers driving to the station. Therefore further analysis was derived from a large park and ride site with 400 spaces on the Merseyrail Network. The analysis was undertaken to confirm if the ratio between parking and drop off behavior at Sankey is representative of a station with much greater parking provision. The analysis confirmed that the proportional split of drop off and parking at Sankey is not unrealistic for a much larger car park and therefore the data shown above was considered to be reasonable for use.
The Parking Accumulation Methodology utilised is set out below:

<table>
<thead>
<tr>
<th>Journeys Originating outside 2km</th>
<th>Journeys originating within 2km</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Park And Ride journeys (annual single trips)</td>
<td>433,300</td>
<td>235,700</td>
</tr>
<tr>
<td>Daily two way journeys</td>
<td>703</td>
<td>382</td>
</tr>
<tr>
<td>Car based demand</td>
<td>634</td>
<td>172</td>
</tr>
<tr>
<td>Daily parking demand accounting for drop off activity</td>
<td>229</td>
<td>80</td>
</tr>
<tr>
<td>Peak daily parking accumulation accounting for turnover of spaces</td>
<td>221</td>
<td>60</td>
</tr>
</tbody>
</table>

Car based demands are 634 vehicles originating beyond 2km and 172 vehicle trips for journeys originating within 2km on a daily basis based on the Sankey Mode share data and 9.8% multiple car occupancy. Therefore a total of 806 vehicle trips per day.

The peak parking accumulation generated by trips to the new station in the year 2020 will be 281 vehicles. The calculated vehicle trips and parking accumulation is based on a wide range of assumptions and input forecasts. Variations in actual passenger demand or mode share characteristics could impact on the ability of the car park to cater for predicted car-based trips. However, based on the assumptions included in the Business Case, the above assessment indicates that the likely demand for Park & Ride parking is likely to exceed the available capacity of the car park from the outset. As such
it is likely that the new station will generate demand for overspill on-street parking on the surrounding highway network, an issue highlighted by WBC Highways in recommending the need for a Parking Management Strategy and potential TRO’s to manage any identified parking issues.

No operational assessments of highway capacity have been undertaken as part of the TS analysis. Analysis was undertaken of the potential distribution of car borne journeys to the station. Distributed passenger journeys compromise those made as a car driver or where a passenger is dropped off / picked up. The distribution analysis was based on the assumed catchment areas (over 2km and within 2km distance of the site) and 2011 population data for census super output areas within the respective catchment areas.

Gravity models were developed using lower level super output areas included in the within 2km and over 2km catchment areas. Census data for the economically active population and journey time approximations from google maps were used to develop the gravity model before assignment was carried out based on the most appropriate routes. The forecast distribution indicated that Whittle Avenue north would cater for the greatest number of journeys approaching the site closely followed by Whittle Avenue South. The full forecast distribution for car borne demand:

<table>
<thead>
<tr>
<th>Route</th>
<th>Within 2km</th>
<th>Outside 2km</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Percentage</td>
<td>Passenger Demand</td>
<td>Percentage</td>
</tr>
<tr>
<td>Whittle Avenue north</td>
<td>29</td>
<td>28</td>
<td>40</td>
</tr>
<tr>
<td>Whittle Avenue south</td>
<td>16</td>
<td>28</td>
<td>29</td>
</tr>
<tr>
<td>Sunset Boulevard</td>
<td>28</td>
<td>47</td>
<td>13</td>
</tr>
<tr>
<td>Twenty Acre Road</td>
<td>3</td>
<td>5</td>
<td>18</td>
</tr>
<tr>
<td>Boston Boulevard</td>
<td>25</td>
<td>43</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>172</td>
<td>100</td>
</tr>
</tbody>
</table>

35
Recommendation

Approve subject to conditions.

Conditions & Reasons

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

   (a) The planning application forms received on 19th June 2017.

   (b) The Design and Access Statement; Warrington West Station Extended Phase 1 Habitat Survey; Statement of Community Involvement and Consultation Report; Transport Statement; Noise Assessment; Surface Water Drainage Statement; Warrington West Station Ground Investigation Report; Air Quality Report; Flood Risk Assessment; Crime Avoidance Impact Statement; Construction Environment Management Plan (including Site Logistics and Traffic Management Plan) and Employment and Skills Plan received on 12th May 2017.


   Reason - To define this reserved matters consent.

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

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with policy QE6 of the Local Plan Core Strategy for Warrington and with the adopted Design and Construction SPD.

4. No development shall take place until a Construction Risk Assessment Method Statement or RAMS for construction of the proposed development, is submitted to and approved by the Local Planning Authority. The statement shall outline the potential impacts from all construction activities on infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to this infrastructure. The development shall be undertaken in accordance with the approved RAMS.

Reason: To ensure a satisfactory form of development, to afford appropriate protection of infrastructure that crosses the site and in accordance with Policy MP10 of the adopted Local Plan Core Strategy.

5. Prior to the commencement of any development hereby permitted, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to a rate agreed with United Utilities.

Reason: To promote sustainable development, secure proper drainage, to manage the risk of flooding and pollution and in accordance with Policy QE4 of the adopted Local Plan Core Strategy.

6. No development (other than demolition and site clearance works) shall take place until the steps in Sections A and B below are undertaken:

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

• Preliminary Risk Assessment (PRA or Desk Study)
• Generic Quantitative Risk Assessment (GQRA) informed by a Intrusive Site Investigation
• Detailed Quantitative Risk Assessment (DQRA)
• Remedial Options Appraisal
Completing a PRA is the minimum requirement. DQRA should only to be submitted if GQRA findings require it.

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

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

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

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

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

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

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

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

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

8. Prior to the commencement of any night time works on site (defined as works beyond 18.00hrs and before 07.00hrs the following day), the applicant shall provide in writing a Night Time Construction Environmental Management Plan (CEMP) to the LPA for written approval. The Night Time CEMP shall review all construction operations proposed on site and shall cover as a minimum the following areas of work on a phase by phase basis, identifying appropriate mitigation measures as necessary: Proposed Routing of night time deliveries to Site Compounds or night time deliveries direct to site, Proposed Night Time Activities and Acoustic mitigation (Including vibration) measures and finally methodologies for notification of night time activities to Local Residents and the Local Planning Authority. The CEMP shall consider in each case issues relating to construction and demolition - noise, dust, odour, control of waste materials and vibration - where not detailed in a separate condition and shall address specific night time controls as required. Once approved in writing, all identified measures within the Night Time CEMP shall be implemented in accordance with the requirements therein and shall be reviewed on a regular basis and in case of receipt of any justified complaint.

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

Reason: To prevent an increase in background noise levels and protects the amenity of any residents and in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); Paragraph
123 of the National Planning Policy Framework (March 2012); and Sections 3 and 6 of the Environmental Protection Supplementary Planning Document (May 2013)

9. All daytime works between the hours of 07.00 and 18.00 to implement the permission hereby granted shall be carried out in accordance with the Construction Environmental Management Plan (CEMP Version 1 dated 16th February 2017 Ref No. NR/L2/ENV/015/Appendix B).

Reason: To prevent an increase in background noise levels and protects the amenity of any residents and in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); Paragraph 123 of the National Planning Policy Framework (March 2012); and Sections 3 and 6 of the Environmental Protection Supplementary Planning Document (May 2013)

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

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

11. Prior to the commencement of the use of the station, the applicant shall submit details of the intended acoustic mitigation proposals for night time noise from the PA system as identified within the AECOM Warrington West Station - Assessment of Public Address System Noise, report ref WTS-AE-ZZ-ZZ-RP-EN-00004 dated May 2017. Once agreed, the approved mitigation measures shall be implemented prior to first use and then shall be maintained and retained as such at all times thereafter.

Reason: To minimise adverse impacts on nearby residential amenity through intermittent use of the Station PA system during night time periods and in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 125 of the National Planning Policy Framework (March 2012); and Section 5 of the Environmental Protection Supplementary Planning Document (May 2013)
12. Prior to the commencement of the use of the main car park area, full details of an acoustic fence to be erected along the eastern boundary of the site to the garden boundaries of the properties on Belvedere Drive (including the side garden boundary of 12 Belvedere Drive) shall be submitted to and approved in writing by the Local Planning Authority. The acoustic fence shall be erected in full prior to the commencement of use of the car park and retained and maintained as such at all times thereafter.

Reason: To protect the amenity of existing residential dwellings who adjoin the new car parking area and in accordance with Policy QE6 of the adopted Local Plan Core Strategy.

13. The station building including all proposed activities and any associated plant and/or equipment, shall be acoustically insulated in accordance with a scheme which has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure, through an appropriate noise assessment, that the cumulative rated noise level from all proposed activities, plant and/or equipment does not exceed the existing background noise level at the boundary of the nearest noise sensitive property - in accordance with BS4142:2014 methodology. The approved scheme shall be implemented in full prior to the commencement of the use hereby permitted and shall be maintained and retained as such at all times thereafter.

Reason: In the interests of the amenities of nearby occupiers and in accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

14. Prior to the first use of the development hereby approved, the Electric Vehicle Charging spaces, motorcycle and bicycle parking spaces shall be provided and made available for use in accordance with the approved site plan (Ref No. WTS-AE-27-2-DR-AR-3301). The Electric Vehicle Charging spaces, motorcycle and bicycle parking spaces shall be retained and maintained as such at all times thereafter.

Reason: To ensure adequate provision in accordance with Policies QE7, MP1 and MP3 of the adopted Local Plan Core Strategy and the approved Standards for Parking in New Development SPD.

15. 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.

16. Prior to the commencement of development (including groundworks and vegetation clearance) an invasive non-native plant species control protocol should be submitted to, and approved, by the local planning authority, detailing the control and removal of Rhododendron on site. The measures described should be carried out in accordance with the approved scheme.

Reason: To prevent the spread of species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended).

17. Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall detail how the construction activities will be managed to ensure no impact on the adjacent highway. The CMP must also ensure there is provision for contractor parking within the site and that all construction vehicles will load and/or unload within the confines of the site. The development shall thereafter be carried out in full accordance with the CMP.

Reason: In the interests of the safety of users of the highway and in accordance with Policy QE6 of the Warrington Local Plan Core Strategy and Warrington SPD: Environmental Protection.

18. Barrier control and/or access control to the main car park and/or the car park for mobility impaired drivers and electric vehicles shall only be installed in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. Barrier control and/or access control shall be retained and maintained as such at all times thereafter.

Reason: In the interests of the safety of users of the highway and in accordance with Policy QE6 of the Warrington Local Plan Core Strategy and Warrington SPD: Environmental Protection.

19. During the first planting season following the commencement of development hereby approved, the landscaping details as indicated on the approved landscaping plans – drawing nos. WTS-AE-30-ZZ-SK-EN-00002; WTS-AE-30-ZZ-SK-EN-00003 and WTS-AE-30-ZZ-SK-EN-00004 shall be implemented in accordance with the plans. 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 Local Plan Core Strategy and the Warrington SPD: Design and Construction.
20. Prior to the commencement of the operation of the site, a Parking Management Strategy (PMS) shall be submitted to and approved in writing by the Local Planning Authority. The PMS shall include the following:

- A Plan defining the coverage area of the PMS (which shall include Sycamore Lane and Tankersley Grove as well as roads adjacent to the car park)
- Measures for the management of on-site car parking
- Provisions for a 6-monthly review of the parking situation at the Station and the identification of any overspill parking
- A timetable for the submission of each 6-monthly to the Local Planning Authority for review following its completion

The findings of each 6 monthly review shall be submitted to the Local Planning Authority in writing in accordance with the timescales set out in the PMS. The Local Planning Authority will use the reviews to determine if additional TROs are required to manage any identified parking issues.

Reason: In the interests of the safety of users of the highway, the free flow of traffic, to ensure parking is properly managed on the site and locality and in accordance with Policies QE6, MP1 and MP7 of the Warrington Local Plan Core Strategy, the Environmental Protection SPD and the Standards for Parking in New Development SPD.

21. Notwithstanding the approved plans, no development shall commence until full construction details (including a timetable for implementation) of the site, including all site access, emergency and highway improvement works, have been submitted to and agreed in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details prior to first use of the station, and retained as such thereafter.

Reason – To ensure all construction details are agreed, in the interests of highway and pedestrian safety and the free flow of traffic in accordance with policies QE7 and MP1 of the Local Plan Core Strategy.

22. Prior to the first use of the station, a scheme / details shall be submitted to and agreed in writing by the Local Planning Authority to enable the Local Highway Authority to progress a Traffic Regulation Order and associated traffic management measures. This shall include, but not be limited to measures and controls in relation to parking; the proposed taxi bays; bus clearways and waiting restrictions within the site and adjacent areas.

Reason – To make adequate provision in the interests of highway and
pedestrian safety; the free flow of traffic and the living conditions of occupiers of nearby residential properties in accordance with policies QE7, MP1 and MP3 of the Local Plan Core Strategy for Warrington and with the approved Standards for Parking in New Development SPD.

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

Reason – To prevent undue dependence on single occupancy private vehicle; to encourage travel by other more sustainable modes and in accordance with policies CS1, QE7, MP1, MP3, MP4 and MP7 of the Local Plan Core Strategy.

24. Prior to the occupation of the development, details of a scheme of station directional signage 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 station directional signage has been provided in accordance with the approved details, and made available for use and retained as such thereafter.

Reason: In the interests of highway and pedestrian safety and the free flow of traffic in accordance with policies QE7, MP1 and MP3 of the Local Plan Core Strategy.
Proposed Site Plan
Building Overview Plan
Proposed Elevations
Proposed Elevations

Boundary with Belvedere Drive (Showing 2.1m fence)
Boundary between car park for Electric Vehicle / Mobility Impair Drivers and Verden Court apartments

Section plan showing station, bridge and platforms
## DEVELOPMENT MANAGEMENT COMMITTEE

**Wednesday 19th July 2017**

### DECISIONS

**Start 18:30**

<table>
<thead>
<tr>
<th>Item</th>
<th>Page</th>
<th>App number</th>
<th>App Location/Description</th>
<th>Recommendation</th>
</tr>
</thead>
</table>
| 1    | 2    | 2016/28056 | 53, Hob Hey Lane, Culcheth And Glazebury, Warrington, WA3 4NP  
Full Planning - Proposed demolition of existing dwelling and ancillary buildings and the erection of 3 detached houses together with ancillary works.  
Approved in accordance with officer recommendation subject to amendment to condition 14 to specify in relation to the CCTV survey of the culvert that ‘Any maintenance, repair/ replacement works that are necessary shall be undertaken in accordance with the approved details, prior to occupation of any dwelling’. | Approve         |
| 2    | 20   | 2017/30325 | Land at Chapelford bounded between, land West of Belvedere Drive and Detroit Close, South of Oklahoma Boulevard and Boston Boulevard, North of Sycamore Lane, (between Sycamore Lane and Patton Drive), Great Sankey, Warrington  
Reserved Matters (Major) - Application for a two platform railway station comprising a station building with new footbridge, two lift towers, associated | Approve         |
passenger car park (all reserved matters following grant of outline planning permission 99/40635) (amended scheme)

Approved with conditions in accordance with officer recommendation and details set out in the update report.
## Delegated Decisions

### Appleton

<table>
<thead>
<tr>
<th>Decision date</th>
<th>Application number</th>
<th>Location</th>
<th>Development description</th>
<th>Decision type</th>
</tr>
</thead>
<tbody>
<tr>
<td>21/06/2017</td>
<td>2017/30338</td>
<td>31, STONEACRE GARDENS, APPLETON, WARRINGTON, WA4 5ET</td>
<td>Full Planning - Proposed garage extension.</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>22/06/2017</td>
<td>2017/30323</td>
<td>66, HIGHFIELD AVENUE, APPLETON, WARRINGTON, WA4 5DX</td>
<td>Householder - Demolition of existing outbuilding and erection of a detached outbuilding.</td>
<td>Approved with Conditions</td>
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<tr>
<td>27/06/2017</td>
<td>2017/30164</td>
<td>9, HALL DRIVE, APPLETON, WARRINGTON, WA4 5JL</td>
<td>Householder - Proposed first floor side extension over existing garage with a pitched roof and single storey rear extension with a mono-pitched roof</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30369</td>
<td>23, BEAMISH CLOSE, WARRINGTON, WA4 5RJ</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>28/06/2017</td>
<td>2017/30657</td>
<td>Walton Estate Riding School, Walton Lea Road, Higher Walton, Warrington, WA4 6SN</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 5 (Beech Tree identified to be felled and replaced within the grounds - details to be submitted) following Planning Approval 2017/219592.</td>
<td>Condition Discharged</td>
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<tr>
<td>28/06/2017</td>
<td>2017/30349</td>
<td>ORCHARD COTTAGE, UNDERBRIDGE LANE, WALTON, WARRINGTON, WA4 5QR</td>
<td>Householder - Proposed single storey side extension to each side of dwelling and single storey rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>29/06/2017</td>
<td>2017/30390</td>
<td>2, CHISWICK GARDENS, APPLETON, WARRINGTON, WA4 5HQ</td>
<td>TPO - Proposed removal of tree or extensive pruning</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>30/06/2017</td>
<td>2017/30333</td>
<td>OAK TREE COTTAGE, CANN LANE SOUTH, APPLETON, WARRINGTON, WA4 5NJ</td>
<td>Householder - Proposed first floor extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>04/07/2017</td>
<td>2017/30436</td>
<td>146, OLD CHESTER ROAD, WALTON, WARRINGTON, WA4 6TG</td>
<td>Retrospective application for internal alterations</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>05/07/2017</td>
<td>2017/30463</td>
<td>22, WATERBRIDGE COURT, APPLETON, WARRINGTON, WA4 3BJ</td>
<td>Householder - Proposed single storey kitchen/dining room extension with external balcony area over</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
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<td>Decision type</td>
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<tr>
<td>07/07/2017</td>
<td>2016/29087</td>
<td>Land south of Beech Cottage, Cann Lane South, Appleton, Warrington, WA4 5NQ</td>
<td>Full Planning - Proposed excavation of site to road level. Construction of single storey detached four bedroom house with converted loft space along with basement with underground parking (re-submission of application 2016/28055).</td>
<td>Refused</td>
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</table>
### Appleton.

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<tr>
<td>30/06/2017</td>
<td>2017/30333</td>
<td>OAK TREE COTTAGE, CANN LANE SOUTH, APPLETON, WARRINGTON, WA4 5NJ</td>
<td>Householder - Proposed first floor extension</td>
<td>Approved with Conditions</td>
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</table>
## Bewsey and Whitecross

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<th>Application number</th>
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<th>Decision type</th>
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<tbody>
<tr>
<td>20/06/2017</td>
<td>2017/30445</td>
<td>UNIT 6, GUARDIAN STREET INDUSTRIAL ESTATE, GUARDIAN STREET, BEWSEY AND WHITECROSS, WARRINGTON, WA5 1SJ</td>
<td>Discharge of Condition - Proposed discharge of condition 3 (submission of Service management plan) on application 2017/29676</td>
<td>Condition Discharged</td>
</tr>
<tr>
<td>20/06/2017</td>
<td>2017/30341</td>
<td>79, SANKEY STREET, BEWSEY AND WHITECROSS, WARRINGTON, WA1 1SL</td>
<td>Prior Approval Class C Prior Approval - Proposed Change of Use from A1 (shops) to Restaurants and Cafes</td>
<td>Prior Approval is Given with Conditions</td>
</tr>
<tr>
<td>21/06/2017</td>
<td>2016/29077</td>
<td>Harrison Square, Bewsey and Whitecross, Warrington, WA5 0HQ</td>
<td>Discharge of Condition - Proposed discharge of Condition 3 (Roofing and facing materials), Condition 5 (Temporary protective fencing), Condition 6 (Excavation depths and construction methods), Condition 8 (Biodiversity enhancement), Condition 12 (Construction environmental plan), Condition 14 (Surface water drainage), Condition 15 (Characterisation, remediation and verification), Condition 17 (Affordable Housing), Condition 18 (Road construction, street furniture, drainage and pedestrian improvement), Condition 20 (Traffic management measures) on previously approved application 2015/26262</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>23/06/2017</td>
<td>2017/30424</td>
<td>M K M BUILDERS MERCHANTS, WINWICK ROAD, WARRINGTON, WA2 8HQ</td>
<td>Discharge of condition - Proposed discharge of condition 6 (Details of window graphics) on approved application 2016/28625</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>26/06/2017</td>
<td>2017/30367</td>
<td>Mcdonalds Restaurant, 16-18, Bridge Street, Warrington, WA1 2QW</td>
<td>Listed Building - Proposed internal refurbishment of restaurant.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>29/06/2017</td>
<td>2017/30541</td>
<td>1020, SLUTCHERS LANE, BEWSEY AND WHITECROSS, WARRINGTON, WA1 1QL</td>
<td>Non Material Amendment - Proposed repositioning of 8 no. external exhaust stacks, repositioning of ventilation on the western elevation, reduction in the number of ventilation louvres in the eastern elevation and additional of ventilation louvres within the doors to the southern elevation on previously approved application 2016/29298</td>
<td>Approved</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<td>Development description</td>
<td>Decision type</td>
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<tr>
<td>29/06/2017</td>
<td>2017/30638</td>
<td>67, BRIDGE STREET, BEWSEY AND WHITECROSS, WARRINGTON, WA1 2HJ</td>
<td>Change of Use - Proposed sub-division of existing A5 unit, to create separate first floor residential unit, with a new access from front elevation.</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>29/06/2017</td>
<td>2017/30455</td>
<td>27, STANLEY STREET, BEWSEY AND WHITECROSS, WARRINGTON, WA1 1EZ</td>
<td>TPO Conservation Area - T1 Lime - Proposed crown lift to 5-6M from ground level, Crown thin by 20% and reduce back from building by 1-2M T6 Lime - Proposed crown lift to 5-6M from ground level and reduce back from building by 1-2M. Works to increase wind and light permeation following failed application to remove.</td>
<td>Approved</td>
</tr>
<tr>
<td>03/07/2017</td>
<td>2017/30358</td>
<td>HALLIWELL JONES STADIUM, WINWICK ROAD, WARRINGTON, WA2 7NE</td>
<td>Discharge of Condition - Proposed Discharge of condition 9 (Signage Specification) on application 2016/29361</td>
<td>Condition Not Discharged</td>
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<tr>
<td>05/07/2017</td>
<td>2017/30384</td>
<td>19-21, Old Market Place, Bewsey and Whitecross, Warrington, WA1 1QB</td>
<td>Advertisement - Proposed installation of 1 no. fascia sign and 1 no. new hanging sign.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>06/07/2017</td>
<td>2017/30444</td>
<td>M K M BUILDERS MERCHANTS, WINWICK ROAD, WARRINGTON, WA2 8HQ</td>
<td>Advertisement - Proposed freestanding, non-illuminated double sided totem sign and various fascia signs, both internally illuminated and non-illuminated</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>07/07/2017</td>
<td>2017/30405</td>
<td>168, Wellfield Street, WARRINGTON, WA5 1NX</td>
<td>Change of Use - Proposed conversion of single dwelling into two self contained flats</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<tr>
<td>23/06/2017</td>
<td>2017/30340</td>
<td>RAVENHURST COURTRISLEY IND EST WARRINGTON</td>
<td>Discharge of Condition - Proposed discharge of condition 7 (Validation completion report) on application 2015/26613</td>
<td>Condition Not Discharged</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<td>Decision type</td>
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<tr>
<td>20/06/2017</td>
<td>2017/29588</td>
<td>Phase 1, Zone 6, Omega South, Warrington</td>
<td>Discharge of Condition - Proposed discharge of conditions 5(surface water drainage scheme), 6(Flood Risk Management scheme), 9(All Trees to be retained on site and protected), 11(A: details of proposed open space, B: Schedule of Materials and finishes to external surfaces), 14(Habitat Management Plan), 16(submission of Travel Plan), 18(Details of Parking layouts), 21(Construction Environmental Management Plan) and 28(Road traffic noise report) on Application 2015/26469</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>21/06/2017</td>
<td>2017/30290</td>
<td>9, WINWICK PARK AVENUE, WINWICK, WARRINGTON, WA2 8XB</td>
<td>Section 192 (Lawful Development Certificate) - Proposed single storey rear extension. The building remains un-altered since its construction</td>
<td>Approved</td>
</tr>
<tr>
<td>26/06/2017</td>
<td>2017/30282</td>
<td>28, ALDRIDGE DRIVE, BURTONWOOD AND WESTBROOK, WARRINGTON, WA5 4NP</td>
<td>Householder - Proposed single storey side and rear extension.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<td>Development description</td>
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<tr>
<td>27/06/2017</td>
<td>2017/30347</td>
<td>63, VINCENT CLOSE, WARRINGTON, WA5 8TB</td>
<td>Householder-single storey rear extension forming wrap around by the roof abutting non original first floor side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30359</td>
<td>22, CHELTENHAM CLOSE, GREAT SANKEY, WARRINGTON, WA5 3PX</td>
<td>Householder - Proposed single storey side and front wrap round extension with pitched roof</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2017</td>
<td>2017/30399</td>
<td>1, MORTON CLOSE, GREAT SANKEY, WARRINGTON, WA5 8QH</td>
<td>Householder - Proposed demolition of existing conservatory. Roof alterations to existing garage conversion. Erection of a single-storey extension to the rear to include a covered patio area.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
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<tr>
<td>19/06/2017</td>
<td>2017/30277</td>
<td>Agricultural Building At, Holcroft Hall Farm, Holcroft Lane, Culcheth, Warrington, WA3 5AH</td>
<td>56 Day Prior Approval (Class Q) (a) and [b] - Proposed change of use of Agricultural Building to a Dwelling House (Use Class C3).</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30408</td>
<td>5, RIBBLE CLOSE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 5EA</td>
<td>Householder - Proposed single storey rear extension with flat roof, single storey side and front porch wrap round extension with pitched roof</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30430</td>
<td>17, THORLBY ROAD, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 5EA</td>
<td>Householder - Proposed first floor side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>28/06/2017</td>
<td>2017/30380</td>
<td>4, CHATSWORTH AVENUE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4JB</td>
<td>Section 192 Certificate - Proposed Single Storey Extension to Side of Property</td>
<td>Approved</td>
</tr>
<tr>
<td>29/06/2017</td>
<td>2017/30331</td>
<td>26, PENDLE GARDENS, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4LU</td>
<td>Works to Trees covered by TPO 240 - Proposed felling of Red Oak</td>
<td>Approved with Conditions</td>
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<tr>
<td>30/06/2017</td>
<td>2017/30395</td>
<td>33, LODGE DRIVE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4ES</td>
<td>Householder - Proposed Two Storey side, front and rear extension, single storey rear extension with additional windows and front porch</td>
<td>Refused</td>
</tr>
<tr>
<td>30/06/2017</td>
<td>2017/30529</td>
<td>8, RIMINGTON CLOSE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4DT</td>
<td>Full Planning - Proposed rear dormer to first floor addition and single storey extension to side and rear</td>
<td>Refused</td>
</tr>
<tr>
<td>07/07/2017</td>
<td>2017/30366</td>
<td>10, MITTON CLOSE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4EU</td>
<td>Householder - Proposed first floor side extension and single storey rear extension.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
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<tr>
<td>19/06/2017</td>
<td>2017/30277</td>
<td>Agricultural Building At, Holcroft Hall Farm, Holcroft Lane, Culcheth, Warrington, WA3 5AH</td>
<td>56 Day Prior Approval (Class Q) (a) and [b] - Proposed change of use of Agricultural Building to a Dwelling House (Use Class C3).</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>30/06/2017</td>
<td>2017/30395</td>
<td>33, LODGE DRIVE, CULCHETH AND GLAZEBURY, WARRINGTON, WA3 4ES</td>
<td>Householder - Proposed Two Storey side, front and rear extension, single storey rear extension with additional windows and front porch</td>
<td>Refused</td>
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### Fairfield and Howley

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<tbody>
<tr>
<td>22/06/2017</td>
<td>2017/30500</td>
<td>Land off Manchester Road, Warrington Che, WA1 3AF</td>
<td>Discharge of Condition - Proposed discharge of condition 9 (Noise Assessment) following previously approved application 2014/24478.</td>
<td>Condition Not Discharged</td>
</tr>
<tr>
<td>22/06/2017</td>
<td>2017/30072</td>
<td>175, ORFORD LANE, FAIRFIELD AND HOWLEY, WARRINGTON, WA2 7BA</td>
<td>Full Planning - Proposed change of commercial storerooms to two bedroom residential Apartment</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>04/07/2017</td>
<td>2017/30382</td>
<td>270, MANCHESTER ROAD, WARRINGTON, WA1 3RB</td>
<td>Householder - Proposed removal of garden wall and creation of parking area</td>
<td>Withdrawn</td>
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### Grappenhall

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<th>Decision date</th>
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<tr>
<td>26/06/2017</td>
<td>2017/30202</td>
<td>7, YORK DRIVE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2EJ</td>
<td>Householder - Proposed Conversion and extension of existing detached garage to form two bedrooms, ensuite and craft room</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30387</td>
<td>27, LINDI AVENUE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2SJ</td>
<td>Householder - Proposed two storey side and rear extension</td>
<td>Approved with Conditions</td>
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<tr>
<td>28/06/2017</td>
<td>2017/30403</td>
<td>24, BRETLAND DRIVE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 3TD</td>
<td>Householder-Proposed Single Storey Kitchen Extension to Rear Elevation</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>30/06/2017</td>
<td>2017/30388</td>
<td>19, CLARENCE ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2PH</td>
<td>Householder - Proposed two storey side and rear and single storey rear extensions.</td>
<td>Approved with Conditions</td>
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</table>
### Great Sankey North and Whittle Hall

<table>
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<tr>
<td>19/06/2017</td>
<td>2017/30228</td>
<td>SANKEY RAIL STATION, STATION ROAD, GREAT SANKEY, WARRINGTON, WA5 1RQ</td>
<td>Listed Building Consent - Proposed installation of a new Ticket Vending Machine (TVM) with a canopy serving Platform 1 &amp; 2; and a new 15 person unheated waiting shelter for Platform 1.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>20/06/2017</td>
<td>2017/29588</td>
<td>Phase 1, Zone 6, Omega South, Warrington</td>
<td>Discharge of Condition - Proposed discharge of conditions 5(surface water drainage scheme), 6(Flood Risk Management scheme), 9(All Trees to be retained on site and protected), 11(A: details of proposed open space. B: Schedule of Materials and finishes to external surfaces), 14(Habitat Management Plan), 16(submission of Travel Plan), 18(Details of Parking layouts), 21(Constructor Environmental Management Plan) and 28(Road traffic noise report) on Application 2015/26469</td>
<td>Condition Part Discharged/Part Not Discharged</td>
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<tr>
<td>20/06/2017</td>
<td>2017/30471</td>
<td>Omega South Zone 6- Phase 1, Land adjace, Omega, Warrington - Zone 6, Phase 1, Warrington</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 5 (Scheme of electric vehicle charging points) and Condition 6 (Cycle Parking provision) following Planning Approval 2017/29537.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>20/06/2017</td>
<td>2017/30472</td>
<td>GRASMERE HOUSE, LINGLEY MERE BUSINESS PARK, LINGLEY GREEN AVENUE, GREAT SANKEY, WARRINGTON, WA5 3LP</td>
<td>Discharge of Condition - Application for approval of details reserved by Condition 5 (Servicing Management Plan) following Planning Approval 2016/29131.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30346</td>
<td>54, SHORWELL CLOSE, GREAT SANKEY, WARRINGTON, WA5 3JZ</td>
<td>Householder - Proposed first floor balcony in the rear elevation of property</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>30/06/2017</td>
<td>2017/30524</td>
<td>18, PARSONAGE WAY, GREAT SANKEY, WARRINGTON, WA5 1RP</td>
<td>42 Day Householder Prior Approval - Proposed single storey extension to rear to extend beyond the rear wall by 4 metres, maximum height of 3.8 metres, and height at the eaves 2.4 metres.</td>
<td>Prior Approval Not Required</td>
</tr>
</tbody>
</table>
### Great Sankey North and Whittle Hall

<table>
<thead>
<tr>
<th>Decision date</th>
<th>Application number</th>
<th>Location</th>
<th>Development description</th>
<th>Decision type</th>
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<tbody>
<tr>
<td>03/07/2017</td>
<td>2017/30425</td>
<td>41, THETFORD ROAD, GREAT SANKEY, WARRINGTON, WA5 3EQ</td>
<td>Householder - Proposed front and rear Ground Floor extension to create larger store/utility area with garage door to front. Extension to first floor over existing garage/store to create 2 additional bedrooms and a bathroom.</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
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<tr>
<td>20/06/2017</td>
<td>2017/30332</td>
<td>15, BRAMHALL STREET, BEWSEY AND WHITECROSS, WARRINGTON, WA5 1AT</td>
<td>Full Planning - Proposed sub-division of 15 Bramhall Street, to form two one bedroom apartments</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<tr>
<td>20/06/2017</td>
<td>2017/30315</td>
<td>10, BROOKWOOD CLOSE, WALTON, WARRINGTON, WA4 6NY</td>
<td>TPO-T1-T2 2x Lime-Crown lift to Crown Break. Crown Thin by 15-20 to Increase Wind an</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>20/06/2017</td>
<td>2017/30218</td>
<td>12, BROOKWOOD CLOSE, WALTON, WARRINGTON, WA4 6NY</td>
<td>TPO - Proposed T1 - T4 Lime - Crown lift to branch break. Crown thin by 15-20% to increase wind and light permeation</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
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<td>Decision type</td>
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<td>27/06/2017</td>
<td>2017/30476</td>
<td>34, GASKELL AVENUE, LATCHFORD, WARRINGTON, WA4 1PB</td>
<td>Householder Prior Approval - Proposed Single Storey Rear Extension measuring 5.94 from the rear wall, height of 3.66m and height of eaves 2.644m</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<td>20/06/2017</td>
<td>2017/30209</td>
<td>51, COPELAND ROAD, LATCHFORD, WARRINGTON, WA4 6DF</td>
<td>Householder - Proposed loft conversion including dormers to front and rear</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30478</td>
<td>12, FLERS AVENUE, LATCHFORD, WARRINGTON, WA4 6QN</td>
<td>Householder Prior Approval-Proposed single Storey Rear Extension</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30350</td>
<td>145, ST MARY STREET, LATCHFORD, WARRINGTON, WA4 1EL</td>
<td>Householder - Proposed part 2 storey/part single storey extension to rear elevation together with internal alterations</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>28/06/2017</td>
<td>2017/30376</td>
<td>27, ASTLEY CLOSE, LATCHFORD, WARRINGTON, WA4 6RB</td>
<td>Householder - Rear dormer extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2017</td>
<td>2017/30415</td>
<td>16, COPELAND ROAD, LATCHFORD, WARRINGTON, WA4 6DF</td>
<td>Section 192 (Lawful Development Certificate) - Proposed single storey rear extension. The property retains its permitted development rights and the proposal is within those rights</td>
<td>Approved</td>
</tr>
<tr>
<td>06/07/2017</td>
<td>2017/30440</td>
<td>12, COPELAND ROAD, LATCHFORD, WARRINGTON, WA4 6DF</td>
<td>Full Planning - Retrospective application for detached garage and fencing/brick pillars.</td>
<td>Withdrawn</td>
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</table>
## Latchford West.

<table>
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<tr>
<th>Decision date</th>
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<tr>
<td>28/06/2017</td>
<td>2017/30376</td>
<td>27, ASTLEY CLOSE, LATCHFORD, WARRINGTON, WA4 6RB</td>
<td>Householder - Rear dormer extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
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<tr>
<td>19/06/2017</td>
<td>2017/30275</td>
<td>4, NEW ROAD, LYM, WARRINGTON, WA13 9DY</td>
<td>Householder-Proposed garage conversion and new rear balcony</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>19/06/2017</td>
<td>2017/30281</td>
<td>4, WHITEGATE BARNs, WEASTE LANE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 3JR</td>
<td>Removal of condition - Proposed removal of condition 4 (Notwithstanding the approved drawings, details of revised window designs for the extension shall be submitted to and approved in writing with the Local Planning Authority, prior to the commencement of development. The approved details shall thereafter be implemented and retained.) on previously approved application 2011/18837</td>
<td>Approved</td>
</tr>
<tr>
<td>21/06/2017</td>
<td>2017/30421</td>
<td>16, MOORE GROVE, LYM, WARRINGTON, WA13 9RT</td>
<td>42 Day Householder Prior Approval - Proposed single storey extension to rear to extend beyond the rear wall by 4 metres, maximum height of 3.55 metres, and height at the eaves 2.5 metres.</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>22/06/2017</td>
<td>2017/30206</td>
<td>4, BRIDGE HOUSE MEWS, (PLOT 1 BRIDGE HOUSE SITE), GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2AA</td>
<td>Householder - Proposed erection of new acoustic fence to boundary</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>23/06/2017</td>
<td>2016/28795</td>
<td>BRIDGE HOUSE SITE, STOCKPORT ROAD, GRAPPENHALL AND THELWALL, WARRINGTON</td>
<td>Discharge of condition - Proposed discharge of condition 7(Bat Mitigation measures), Condition 9 (Visibility Splays), Condition 10 (Car parking spaces and vehicle turning areas) and Condition 13 (Remediation and Verification, Contamination, Long term monitoring and maintenance) on previously approved application 2014/24149</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30582</td>
<td>76, RICHMOND AVENUE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2NX</td>
<td>Lawful Development Certificate - Proposed single storey rear extension</td>
<td>Approved</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30362</td>
<td>54, SPRINGFIELD AVENUE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2NN</td>
<td>Householder - Proposed rear kitchen extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
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<td>Location</td>
<td>Development description</td>
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<tr>
<td>30/06/2017</td>
<td>2017/30055</td>
<td>80, RICHMOND AVENUE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2NX</td>
<td>Householder - Proposed first floor side extension above existing garage, partial conversion of garage into living accommodation and single storey rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2017</td>
<td>2017/30084</td>
<td>67, WHITESANDS ROAD, LYMM, WARRINGTON, WA13 9LJ</td>
<td>Householder - Proposed Two Storey side extension (Inc. Porch) plus single storey rear extension to dwelling.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2017</td>
<td>2017/30419</td>
<td>115, PELHAM ROAD, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2HA</td>
<td>Full Planning - Proposed single storey extension to the side of the property for a disabled person</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>05/07/2017</td>
<td>2017/30464</td>
<td>42, WINDSOR DRIVE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2NU</td>
<td>Lawful Development Certificate - Proposed single storey kitchen/family room extension to rear elevation plus single storey utility room/WC/shower to side elevation</td>
<td>Approved</td>
</tr>
<tr>
<td>06/07/2017</td>
<td>2017/30272</td>
<td>THELWALL HEYES, CLIFF LANE, GRAPPENHALL AND THELWALL, WARRINGTON, WA4 2TS</td>
<td>Discharge of Condition - Application for approval of details reserved by Conditions 4 (Window Cross Section) and 5 (disposal of foul and surface waters) following planning approval 2016/28135</td>
<td>Withdrawn</td>
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</table>
## Lymm South

<table>
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<th>Decision date</th>
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<tbody>
<tr>
<td>19/06/2017</td>
<td>2017/30250</td>
<td>7, DAISY BANK ROAD, LYM, WARRINGTON, WA13 0EX</td>
<td>Outline Planning - Proposed Outline application including access with all other matters reserved for a new dwelling on land to the side of 7 Daisy Bank Road</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>19/06/2017</td>
<td>2017/30365</td>
<td>10, CHURCHWOOD VIEW, LYM, WARRINGTON, WA13 0PU</td>
<td>Lawful Development Certificate - Proposed single storey rear extension</td>
<td>Approved</td>
</tr>
<tr>
<td>20/06/2017</td>
<td>2017/30293</td>
<td>48, HIGHFIELD ROAD, LYM, WARRINGTON, WA13 0ER</td>
<td>Householder-Proposed two storey and single storey rear extension and hip to gable loft conversion (resubmission of planning application ref no: 2016/29441)</td>
<td>Refused</td>
</tr>
<tr>
<td>20/06/2017</td>
<td>2017/30310</td>
<td>4, DOMVILLE CLOSE, LYM, WARRINGTON, WA13 0JR</td>
<td>T1 - Sycamore - 3m crown reduction from branch tips, to include a crown lift to approx 8m. T2 - Holly - Remove stem nearest to the fence line due to poor form.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>20/06/2017</td>
<td>2017/30311</td>
<td>24, LIMEFIELD AVENUE, LYM, WARRINGTON, WA13 0QB</td>
<td>TPO - Oak - Proposed crown lift bottom lateral branch extending beyond rear boundary, Sycamore - Proposed Fell - Poor specimen.</td>
<td>Part approved/part refused</td>
</tr>
<tr>
<td>20/06/2017</td>
<td>2017/30244</td>
<td>Foxley Lodge, 240, HIGHER LANE, LYM, WARRINGTON, WA13 0RJ</td>
<td>TPO Works - Application for tree works at the roadside of Higher Lane. 1 No. Oak and 5 No. Ash Trees. Trees to be checked for health and safety; and any necessary work done. Lower crown shaping (minor) to improve shape and re-balance to aid some adjacent trees</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>23/06/2017</td>
<td>2016/28369</td>
<td>The Dog Bus, The Dog Bus/Dog Day Care Centre, Warrington Lane, Lymm, Warrington, Cheshire, WA13 0SW</td>
<td>Full Planning - Retrospective Change of use for a dog day care centre.</td>
<td>Refused</td>
</tr>
<tr>
<td>26/06/2017</td>
<td>2017/30114</td>
<td>RAVENBANK HOUSE, PEPPER STREET, LYM, WARRINGTON, WA13 0JT</td>
<td>Lawful Development Certificate - Existing use of land for storage of caravans.</td>
<td>Approved</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
<td>Development description</td>
<td>Decision type</td>
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<tr>
<td>27/06/2017</td>
<td>2017/30608</td>
<td>11, CROUCHLEY LANE, LYMM, WARRINGTON, WA13 0AS</td>
<td>Discharge of condition: Proposed discharge of condition 1 (commencement of development); condition 2 (external materials) and condition 3 (development in accordance with approved plans) attached to planning permission 2012/19491.</td>
<td>Approved</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30669</td>
<td>59, SCHOLARS GREEN LANE, LYMM, WARRINGTON, WA13 0PS</td>
<td>Non Material Amendment o - Proposed extension, at first floor level, on the rear elevation of the building. This would extend the depth of bedroom two.</td>
<td>Refused</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30219</td>
<td>39, ELM TREE ROAD, LYMM, WARRINGTON, WA13 0NJ</td>
<td>Householder - Proposed reworked entrances to driveway, new boundary wall/fence, extended drive and new detached garage/granny flat to rear</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30304</td>
<td>9, HIGHER LANE, LYMM, WARRINGTON, WA13 0AR</td>
<td>Householder- Proposed single storey side extension with mono-pitched roof</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>29/06/2017</td>
<td>2017/30357</td>
<td>49, HIGHER LANE, LYMM, WARRINGTON, WA13 0BA</td>
<td>Discharge of Condition - Proposed discharge of conditions 3 (Materials), 5 (Land contamination) and 7 (Noise insulation) on application 2016/29199</td>
<td>Condition Part Discharged/Part Not Discharged</td>
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<tr>
<td>29/06/2017</td>
<td>2017/30477</td>
<td>42, EAGLE BROW, LYMM, WARRINGTON, WA13 0LZ</td>
<td>TPO Conservation Area - Proposed tree works to 1 x Silver Birch. Carry out approximately 25% overall crown reduction, removing deadwood and twin. 1 x neighbouring Holly - repeat works to trim back to boundary. Works to increase wind and light permeation.</td>
<td>Approved</td>
</tr>
<tr>
<td>29/06/2017</td>
<td>2017/29851</td>
<td>62, HIGHER LANE, LYMM, WARRINGTON, WA13 0BG</td>
<td>Full Planning - Proposed remodel of existing bungalow with side and rear extensions plus new summer house.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>29/06/2017</td>
<td>2017/30193</td>
<td>72, HIGHER LANE, LYMM, WARRINGTON, WA13 0BG</td>
<td>TPO - Proposed Trees 1 + 2 are lime trees that stand just outside the back door of no. 70 Higher Lane, they are covered in ivy and are to be reduced away from the property owners house by 2 metres</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
<td>Development description</td>
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<tr>
<td>29/06/2017</td>
<td>2017/29942</td>
<td>7, CHURCHWOOD VIEW, LYM, WA13 0PU</td>
<td>TPO - Sycamore - Proposed fell due to proximity to property boundary and to remove the overhang from the woodland beyond the rear garden.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2017</td>
<td>2017/30423</td>
<td>7, OAK ROAD, LYM, WARRINGTON, WA13 0EZ</td>
<td>Householder - Proposed two storey and single storey side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2017</td>
<td>2017/30383</td>
<td>7, BURFORD LANE, LYM, WARRINGTON, WA13 0SE</td>
<td>Householder - Proposed first floor extension at side and loft conversion with rear dormer and alterations to roof forming side gable.</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>07/07/2017</td>
<td>2017/30571</td>
<td>MARCHLEN ENGINEERING LTD, POPLAR PARK, CLIFF LANE, LYM, WARRINGTON, WA13 0TD</td>
<td>Discharge of condition - Proposed discharge of condition 18 (Remediation and verification, contamination and long term monitoring and maintenance) and condition 20 (acoustic insulation) on previously approved application 2014/23901</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<tr>
<td>27/06/2016</td>
<td>2016/7898</td>
<td>Land between Rosebank and Racefield Close, to the side of 69 Rosebank, Lymm, WA13 0JF</td>
<td>Full Planning - Proposed new dwelling (Bungalow).</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30608</td>
<td>11, CROUCHLEY LANE, LYMM, WARRINGTON, WA13 0AS</td>
<td>Discharge of condition: Proposed discharge of condition1 (commencement of development); condition 2 (external materials) and condition 3 (development in accordance with approved plans) attached to planning permission 2012/19491.</td>
<td>Approved</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30669</td>
<td>59, SCHOLARS GREEN LANE, LYMM, WARRINGTON, WA13 0PS</td>
<td>Non Material Amendment o - Proposed extension, at first floor level, on the rear elevation of the building. This would extend the depth of bedroom two.</td>
<td>Refused</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
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<tr>
<td>19/06/2017</td>
<td>2017/30260</td>
<td>22, STATION ROAD, PENKETH, WARRINGTON, WA5 2PH</td>
<td>Householder - Proposed single storey rear kitchen extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>26/06/2017</td>
<td>2017/30292</td>
<td>17, ARLINGTON DRIVE, PENKETH, WARRINGTON, WA5 2QG</td>
<td>Householder- Demolition of existing rear conservatory, front porch, side garage and outbuilding and proposed construction of single storey rear, two storey side and front porch extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>26/06/2017</td>
<td>2017/30320</td>
<td>13, EALING ROAD, GREAT SANKEY, WARRINGTON, WA5 1LH</td>
<td>Householder - Proposed single storey front porch, side and rear extension with mono-pitched roof</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>28/06/2017</td>
<td>2017/30343</td>
<td>34, CHAPEL ROAD, PENKETH, WARRINGTON, WA5 2NP</td>
<td>Full Planning - Proposed new access from Ditchfield Road, erection of a garage for storage and pergola to side elevation</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
<td>Development description</td>
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<tr>
<td>19/06/2017</td>
<td>2017/30289</td>
<td>Calver Park Road, Winwick, Warrington, WA2 8TL</td>
<td>Advertisement - Proposed single sided 'totem' style sign, non-illuminated</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>21/06/2017</td>
<td>2017/30314</td>
<td>11, Swindale Avenue, Poplars and Hulme, WARRINGTON, WA2 9JE</td>
<td>Householder - Proposed single storey rear extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>26/06/2017</td>
<td>2017/29931</td>
<td>32, CANBERRA SQUARE, POPLARS AND HULME, WARRINGTON, WA2 0DY</td>
<td>Lawful Development - Proposed construction of single storey rear extension</td>
<td>Approved</td>
</tr>
<tr>
<td>30/06/2017</td>
<td>2017/29865</td>
<td>THE CAR PEOPLE, CALVER PARK ROAD, WINWICK, WARRINGTON, WA2 8JH</td>
<td>Discharge of Condition- (Major) - Application for approval of details reserved by Condition 3 (lighting scheme) of 2016/27383 and Condition 7 (lighting scheme) of 2015/26685 &amp; Condition 15 of 2013/22533.</td>
<td>Condition Part Discharged/Part Not Discharged</td>
</tr>
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<td>Decision date</td>
<td>Application number</td>
<td>Location</td>
<td>Development description</td>
<td>Decision type</td>
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<tr>
<td>30/06/2017</td>
<td>2017/30412</td>
<td>16, MEADOW LANE, WARRINGTON, WA2 0PR</td>
<td>Householder - Proposed single storey side &amp; rear wrap round extension with part pitch part flat roof including a roof light lantern</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>30/06/2017</td>
<td>2017/30377</td>
<td>38, STONEHAVEN DRIVE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA2 0SR</td>
<td>Householder-Single storey side and rear extension with porch. To accommodate a new bedroom, extended kitchen diner and store room.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>05/07/2017</td>
<td>2017/30704</td>
<td>15, BICKLEY CLOSE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA2 0AT</td>
<td>TPO - T9 Proposed Removal of Dead branches crown thin and reshape by up to 20%</td>
<td>Approved with Conditions</td>
</tr>
</tbody>
</table>
## Poulton North.

<table>
<thead>
<tr>
<th>Decision date</th>
<th>Application number</th>
<th>Location</th>
<th>Development description</th>
<th>Decision type</th>
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<tbody>
<tr>
<td>05/07/2017</td>
<td>2017/30704</td>
<td>15, BICKLEY CLOSE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA2 0AT</td>
<td>TPO - T9 Proposed Removal of Dead branches crown thin and reshape by up to 20%</td>
<td>Approved with Conditions</td>
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<tr>
<td>26/06/2017</td>
<td>2017/30327</td>
<td>10, BEECHWOOD AVENUE, POULTON-WITH-FEARNHEAD, WARRINGTON, WA1 3LF</td>
<td>Householder - Proposed single storey rear extension and two storey side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Decision date</td>
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<tr>
<td>21/06/2017</td>
<td>2017/30035</td>
<td>CO OP SUPERMARKET, 4 HOLES LANE, WOOLSTON, WARRINGTON, WA1 4NB</td>
<td>Remove existing ATM, remove goods in door in rear yard and replace with a metal security door, hatch area in front of gates to yard to prevent unauthorized parking, new mechanical plant and attenuation in the yard.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30352</td>
<td>53, LINDEN CLOSE, WOOLSTON, WARRINGTON, WA1 4EW</td>
<td>Householder - Proposed two storey side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>03/07/2017</td>
<td>2017/30374</td>
<td>44, GIG LANE, WOOLSTON, WARRINGTON, WA1 4EE</td>
<td>Householder - Proposed double storey lounge and bedroom extension to side elevation</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>05/07/2017</td>
<td>2017/30364</td>
<td>9, WILLOW CRESCENT, POULTON-WITH-FEARNHEAD, WARRINGTON, WA1 4JS</td>
<td>Householder - Proposed part single storey, part two storey rear extension</td>
<td>Approved with Conditions</td>
</tr>
</tbody>
</table>
### Stockton Heath

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<tbody>
<tr>
<td>19/06/2017</td>
<td>2017/30261</td>
<td>14, FRANCIS ROAD, STOCKTON HEATH, WARRINGTON, WA4 6EB</td>
<td>Householder - Proposed single storey rear and side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>19/06/2017</td>
<td>2017/30308</td>
<td>1-3A, Victoria Square, Grappenhall Road, Stockton Heath, WA4 2AG</td>
<td>Advertisement - Proposed Application for 1 x illuminated fascia sign, 1 x front lit double sided projecting sign and 1 x illuminated poster box sign</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>26/06/2017</td>
<td>2017/30301</td>
<td>48, GRAPPENHALL ROAD, STOCKTON HEATH, WARRINGTON, WA4 2AG</td>
<td>Householder - Proposed bedroom extension over existing kitchen to rear elevation plus pitched roof to existing garage.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>29/06/2017</td>
<td>2017/30542</td>
<td>The Barn, 1, The Springbrook off Chester Road, Walton, Warrington, WA4 6FQ</td>
<td>Householder - Proposed single storey side extension &amp; 1no. Garage Annex as well as proposed raising of ground floor level and subsequently the first floor level and roof, to meet the existing pavement level. Other proposed external works include the addition of a new front door and new double glazed windows as well as a new insulated brick 'skin' to the elevations to improve the energy efficiency of the dwelling. (Re-submission of Planning Ref 2017/29941).</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>03/07/2017</td>
<td>2017/30373</td>
<td>8, STETCHWORTH ROAD, WALTON, WARRINGTON, WA4 6JE</td>
<td>Householder - Proposed single storey side extension</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>04/07/2017</td>
<td>2017/30705</td>
<td>54, KINGSLEY DRIVE, APPLETON, WARRINGTON, WA4 5AF</td>
<td>TPO- Proposed 1 Beech tree crown lift, crown thin, crown reduction. 2-5 sycamores crown lift, crown thin, remove deadwood, crown reduction</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>07/07/2017</td>
<td>2017/30441</td>
<td>14a Rear of, 14, Grappenhall Road, Stockton Heath, Warrington, WA4 2AH</td>
<td>Change of Use - Proposed extension and alterations to change use of vacant coach house to offices. This will entail raising of the roof by 500mm at eaves level and 750mm at ridge level.</td>
<td>Approved with Conditions</td>
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</tbody>
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<tr>
<td>03/07/2017</td>
<td>2017/30420</td>
<td>10, ACKERS LANE, STOCKTON HEATH, WARRINGTON, WA4 2BZ</td>
<td>Full Planning - Proposed first floor side extension.</td>
<td>Approved with Conditions</td>
</tr>
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<tr>
<td>26/06/2017</td>
<td>2017/30305</td>
<td>Land off Apollo Park, Off Charon Way, Burtonwood, Warrington</td>
<td>Full Planning - Proposed extensions to access road</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>27/06/2017</td>
<td>2017/30443</td>
<td>68, HERALDS GREEN, BURTONWOOD AND WESTBROOK, WARRINGTON, WA5 7WT</td>
<td>Householder-Single storey rear extension to replace conservatory</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>30/06/2017</td>
<td>2017/30427</td>
<td>19, Colwyn Close, Burtonwood and Westbrook, Warrington, WA5 9SL</td>
<td>Householder - Proposed single storey side and rear conservatory wrap round extension with pitched roofs</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>04/07/2017</td>
<td>2017/30491</td>
<td>63, COLWYN CLOSE, BURTONWOOD AND WESTBROOK, WARRINGTON, WA5 9SL</td>
<td>Section 192 (Lawful Development Certificate) - Proposed single storey extension to rear of dwelling</td>
<td>Approved</td>
</tr>
<tr>
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<tr>
<td>27/06/2017</td>
<td>2017/30347</td>
<td>63, VINCENT CLOSE, WARRINGTON, WA5 8TB</td>
<td>Householder-single storey rear extension forming wrap around by the roof abutting non original first floor side extension</td>
<td>Approved with Conditions</td>
</tr>
</tbody>
</table>
DEVELOPMENT MANAGEMENT COMMITTEE
19th JULY 2017
WRITTEN UPDATE REPORT

Item 1 - 2016/28056
53 Hob Hey Lane, Culcheth and Glazebury

Notification responses;

Culcheth & Glazebury Parish Council acknowledge improvements but note resident’s comments regarding overdevelopment of site and request retention and enhancement of trees and hedges.

Additional comments from Councillor Matt Smith;

Unfortunately I am unable to attend tonight’s DMC meeting where the above application will be discussed. My original request for the application to go to committee followed residents representations to me based on the initial plans for four houses on the site. I welcome the reduction to three. However, these are still large three storey houses when compared to the bungalows on adjacent Clifton Avenue. Please can I request that the committee considers additional conditions to those in the proposal, protecting the mature trees which would form an important screen between the proposed new houses and the adjacent bungalows?

OFFICER COMMENT – Condition 7 as set out in the officer report is a pre commencement condition that requires submission of a scheme for protection of all trees/ hedgerows/ shrubs/ and vegetation to be retained both within and adjoining the site to be submitted and approved and to include construction methodology for development with RPA and installation of foundations and hardstanding, utility and drainage systems in relation to root protection areas in accordance with the relevant British Standard.

5 additional letters of objection have been received since the report was finalised raising the following concerns:

- sufficient provision should be made for deliveries/contractors vehicles during construction (OFFICER COMMENT -Additional condition recommended to require submission of construction management plan)
- Pre-application response indicated 2 dwellings would be appropriate
- Query over if notification of application undertaken properly – (OFFICER COMMENT Neighbour notification letters and a site notice have been posted)
- Plans only compare ridge line to new development not to bungalows – underestimates overshadowing of properties on Clifton Ave & Brookfield Rd
- Trees bordering 5 Clifton Ave must be retained to protect amenity
- The site is likely to be previously contaminated – hazard risk assessment should be provided to protect health and safety of adjacent residents
- Other surveys have not been provided
- Submitted plans not accurate - windows in elevation are missing (OFFICER COMMENT – this has been checked and plans are considered accurate).
Item 2 – 2017/30325

Land at Chapleford bounded between, land West of Belvedere Drive and Detroit Close, South of Oklahoma Boulevard and Boston Boulevard, North of Sycamore Lane, (between Sycamore Lane and Patton Drive), Great Sankey, Warrington

Amended Plans have been received which illustrate points of clarification for Highways in relation to visibility splays. The Transport Statement (TS) has been updated to address a drafting error so as it now correlates with the plans which show 213 standard parking spaces rather than the 218 quoted in the TS.

The details of the boundary treatment between the car park for mobility impaired drivers/electric vehicles and the apartments has not been finalised so a condition is recommended to require submission of the details to ensure the boundary treatment is satisfactory and in accordance with the recommendation in the Crime Impact Statement.

Whilst the plans include contours and some sections, full levels details across the site have not been provided. A levels condition is therefore recommended to be added to ensure a satisfactory relationship with adjoining residential properties.

An updated lighting plan has been submitted and WBC Environmental Protection confirm it has addressed concerns regarding light spillage impacting on adjacent neighbours.

No change to the officer recommendation as set out in report.

Conditions:

Condition 1 is to be amended to reference up-to-date drawing numbers.

Condition 10 is to be amended to require implementation of the approved lighting details rather than submission of further details.

Additional Conditions

Prior to commencement of the development hereby permitted, a scheme detailing the treatment of the boundary between the car park for mobility impaired drivers and electric vehicles and the apartments to the west and north shall be submitted to and approved in writing by the Local Planning Authority. The details shall be in accordance with the recommendations in the submitted Crime Impact Statement (CIS). The scheme shall be implemented in full prior to the first use of the car park and retained and maintained as such at all times thereafter.

Prior to commencement of the development hereby permitted, plans showing existing and proposed levels across the site and including finished slab levels of all proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The plans shall include a datum point (e.g. highway or footpath) adjacent to the site that will remain fixed/unchanged as well as existing levels adjacent to the outside of the site boundary. The development shall only be carried out in accordance with the approved levels.