

Internal Use Only	
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WARRINGTON
Borough Council

Warrington Borough Council

Local Plan

Preferred Development Option

Regulation 18 Consultation

Standard Response Form

July 2017

2: Questions

Question 1

Do you have any comments to make about how we've worked out the need for new homes and employment land in Warrington over the next 20 years?

Response:

Please see attached representation

Question 2

Do you have any comments to make about how we've worked out the number of homes and amount of employment land that can be accommodated within Warrington's existing built up areas?

Response:

Please see attached representation

Question 3

Have we appropriately worked out the amount of land to be released from the Green Belt, including the amount of land to be 'safeguarded'?

Response:

Please see attached representation

Question 4

Do you agree with the new Local Plan Objectives?

Response:

Please see attached representation

Question 5

Do you have any comments to make about how we've assessed different 'Spatial Options' for Warrington's future development?

Response:

Please see attached representation

Question 6

Do you have any comments to make about how we've assessed different options for the main development locations?

Response:

Please see attached representation

Question 7

Do you agree with our Preferred Development Option for meeting Warrington's future development needs?

Response:

Please see attached representation

Question 8

Do you have any comments to make about our Preferred Development Option for the City Centre?

Response:

Please see attached representation

Question 9

Do you have any comments to make about our Preferred Development Option for the Wider Urban Area?

Response:

Please see attached representation

Question 10

Do you have any comments to make about our Preferred Development Option for developing the Warrington Waterfront?

Response:

Please see attached representation

Question 11

Do you have any comments to make about our Preferred Development Option for the Warrington Garden City Suburb?

Response:

Please see attached representation

Question 12

Do you have any comments to make about our Preferred Development Option for the South Western Urban Extension?

Response:

Please see attached representation

Question 13

Do you have any comments to make about our Preferred Development Option for development in the Outlying Settlements?

Response:

Please see attached representation

Question 14

Do you agree with our approach to providing new employment land?

Response:

Please see attached representation

Question 15

Do you agree with our suggested approach for dealing with Gypsy and Travellers and Travelling Showpeople sites?

Response:

Please see attached representation

Question 16

Do you agree with our suggested approach for dealing with Minerals and Waste?

Response:

Please see attached representation

Question 17

Having read the Preferred Development Option Document, is there anything else you feel we should include within the Local Plan?

Response:

Please see attached representation



DE POL

CHARTERED TOWN PLANNERS

established 1975

**WARRINGTON BOROUGH COUNCIL
LOCAL PLAN PREFERRED OPTIONS**

CONSULTATION RESPONSE

REPRESENTATIONS ON BEHALF OF

[REDACTED]

Description:

Representations to the Warrington Borough Council emerging local plan Preferred Options consultation (July 2017).

Site Location:

Kenyon Railway Junction,
Wilton Lane, Culcheth

On behalf of:

[REDACTED]

Date:

September 2017



Introduction

1. This representation is submitted on behalf of [REDACTED] in relation to the land known as the former Kenyon Junction depot; a 5.06ha former railway depot situated south of Wilton Lane, Culcheth. It is combined Call for Sites to assist with the Council meeting its shortfall in employment land and a representation on the Council's emerging Local Plan (Preferred Options) July 2017.
2. We consider that amendments to the emerging plan are required to ensure that it is sound; positively prepared; justified and effective as per paragraph 182 of the NPPF. Primarily this is to ensure that in relation to employment land, that suitable and available brownfield sites are considered prior to the release of greenfield land in the greenbelt.
3. It concludes that our client's land, which is a brownfield site, is both suitable and available and should be considered for allocation for B8 open-air storage uses to assist with meeting the Borough's deficit in employment land availability.

Location and description of proposals

4. It is considered that this site presents an opportunity to allocate land to meet the Borough's employment needs. The land is situated south of Wilton Lane, Culcheth (see Appendix 1). The primary access to/from the site is from Wilton Lane via an existing gated access. An additional access through a cutting in the railway embankment exists at the south east.
5. The site is elongated in a north/south orientation. The site adjoins Wilton Lane B5207 to the north with a dedicated secure gated access. The Manchester / Liverpool main railway line is to the south west; Laylands Farm and agricultural land and a farm and Orica munitions storage to the north.
6. It is considered that the subject site would be suitable to accommodate B8 uses with a requirement for external storage areas, in particular containerised medium-long term storage and caravan storage uses could be considered. It is accepted that it would be best suited to uses with limited to moderate vehicular activity but this should not be considered a constraint to allocating the site for employment use.
7. The site benefits from excellent local and strategic highway network links with Wilton Lane (B5207) directly connecting to the A580 East Lancs Road, which is approx. 2.5km from the subject

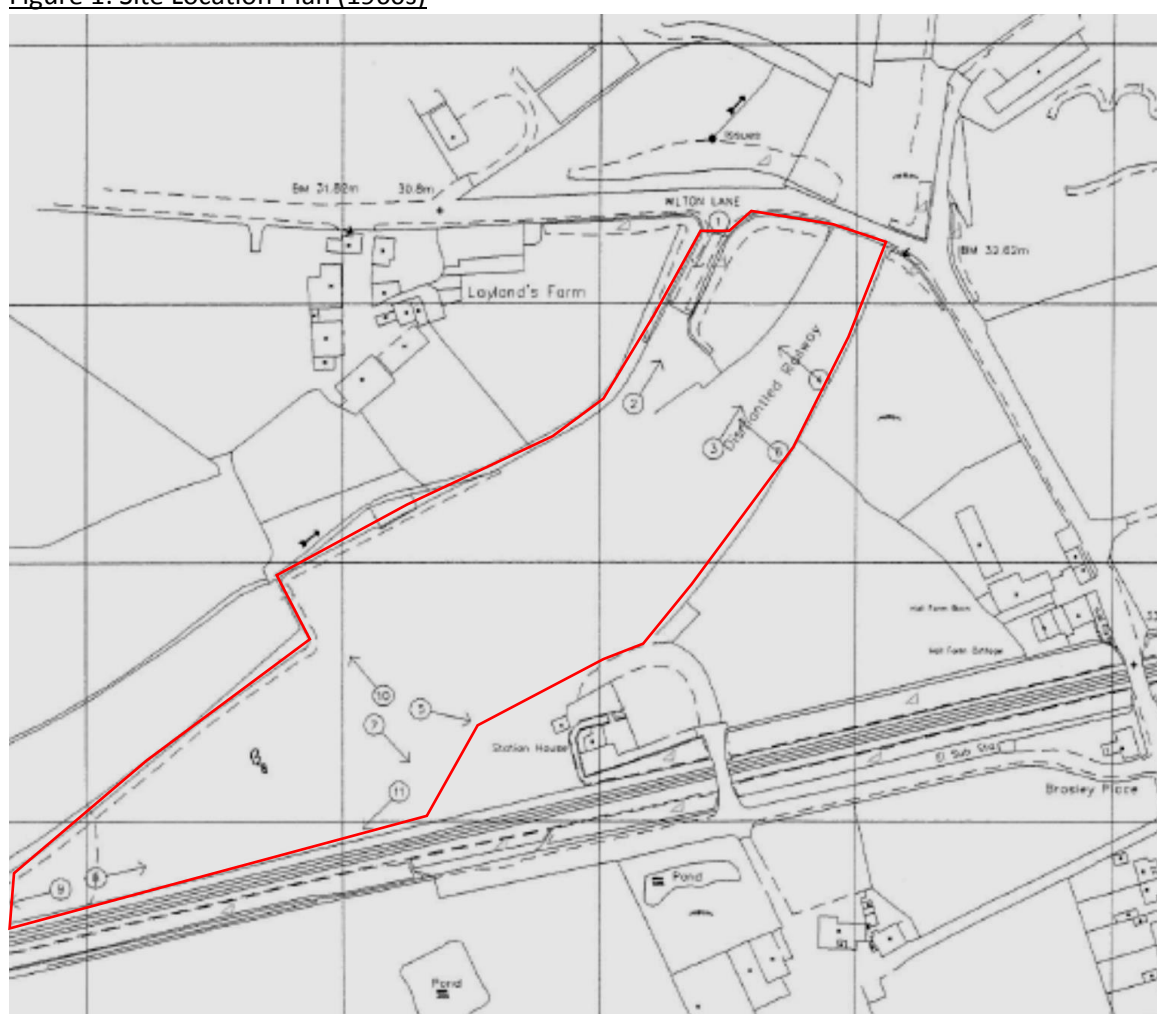


site. The A580 also provides a direction connection to the M6 motorway and into Manchester due east.

Site Description

7. The site is a parcel of previously developed land known as the former Kenyon Railway Junction situated south of Wilton Lane and north of the Village of Culcheth.

Figure 1: Site Location Plan (1960s)



8. The land, which extends to approx. 5.06 hectares, was formerly used as a large railway goods exchange and freight depot on the Manchester / Liverpool Railway line to Wigan and Leigh. The railway junction closed in around 1963. Whilst the former railway junction building is now in use as a dwelling, the remainder of the site comprises a large area of disused hardstanding, together



with redundant infrastructure which includes former railway platforms and edges remaining in situ and a building on site. Scrub and woodland is also located within the site boundary.

See Appendix 2 – Historical Location Plan and Site Photographs

9. The site is well screened from public view as a result of existing tree cover and the topography and position of the land relative to public vantage points. Any views of the site from the bridge on Wilton Lane are short-lived as people pass by car or on foot. The existing access from Wilton Lane and gravel track could be widened and improved to accommodate two-way traffic flows.
10. Whilst the former railway junction building is now in use as a dwelling, the remainder of the site comprises a large area of disused hardstanding, together with redundant infrastructure which includes former railway platforms and edges remaining in situ and a building on site. Scrub and woodland is also located within the site boundary.
11. An application for Outline planning permission (ref. 99/39317) for *“provision of a railway station and associated infrastructure”* was recommended for conditional approval by Mr Michael Davies (now Principal Planner) in March 1999. There is a possibility that a link to the rail network could be rejuvenated in such a manner as to provide some storage suitable for containerised rail freight as a result of its former links to and proximity to the railway line. This would assist with sustainable transport by allowing some limited movements of goods by rail if there is a market to do so. Additionally, the site has been used very regularly as a Network Rail storage compound since the 1980’s which has included use for the storage of machinery, plant, building materials and other equipment. It is also used for significant storage requirements on occasion, which in 2003 included the storage of more than 3000 tons of stone and removal of 3500 tons of earth/clay removed from a railway embankment slip. Safe access by HGV and heavy plant machinery has been possible.

See Appendix 3 – Committee Report ref. 99/39317

See Appendix 4 – Recent Site Photographs of Storage Use

See Appendix 5 - Letters from Network Rail



Photo: site hardstanding in use for storage (early 2000's)

Justification for greenbelt release

12. NPPF para 161 states that LPAs should use their evidence base to assess both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development. LPAs should also assess existing and future supply of land available for economic development and its sufficiency and suitability to meet identified needs.
13. The site is located within the adopted Green Belt. However, as acknowledged in the Council's emerging Local Plan, if Warrington is to meet its development needs over the next 20 years, it will be necessary to release 251 hectares of Green Belt land for employment land uses. It is understood that a further 76.2 ha of Green Belt land is also proposed to be safeguarded to meet employment land needs for a further 10 years beyond the Plan period.
14. The Council's Economic Development Needs Study (October 2016) confirms that the transport and storage sector within Warrington is proportionally 40% above the national average across the range of sectoral employment in England. It is also understood from Table ES1 that employment in this sector accounts for approx. 6.2% of total employment in Warrington. The EDNS states that there is a demand for B8 employment land at a local level of 47.49 hectares. Whilst the EDNS states that future B8 land allocations should look to build on established small and mid-sized B8



sites, it is considered that this suggestion has not considered B8 uses with outdoor/ open air storage requirements, rather than storage and distribution.

15. NPPF para 111 states that *“Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.”* Accordingly, when deciding what land should be released from the greenbelt, consideration should first be given to brownfield sites (i.e. Previously Developed Land [PDL]) which is defined by the NPPF and includes *“any associated fixed surface infrastructure.”*
16. We submit that as the use of the compound is still non-agricultural and the fixed surface infrastructure remains in situ all year round that the site is PDL. The use has continued on site with occupation for weeks or months at a time on more than thirty years and on more than 25 occasions. This transiency does not preclude the site from being considered as PDL for policy purposes and it should be considered for release from the greenbelt before releasing other greenfield sites.

Need for open air storage facilities

17. Our client has received a number of approaches from businesses and members of the public who are seeking use of land for open air storage. Our client considers that there is a significant need for open air storage locations. It is submitted that sites which have existing warehousing buildings in situ command rents which are undesirable for open air/containerised storage uses and this has in turn led to a lack of such facilities in the market. Accordingly, the Council is requested to take this factor into consideration when considering future revisions to the emerging local plan.

See letters from potential customers at Appendix 6

18. In particular, our client has been approached by people seeking secure caravan storage in a discrete location which benefits from ready access to strategic road networks so that users can travel/to from the site straight to their holiday destination. It is suggested that the increasing prevalence of restrictive covenants on new homes preventing storage of caravans on the driveways and high costs of short-let holiday accommodation have generated a greater need for



such facilities. Our client submits that as a result of the above factors, waiting lists at official sites are at full capacity and have waiting lists which are close to 1 year. This is in turn increasing

concerns about the increase in unsuitable ad hoc informal arrangements, such as storing them in farm yards or buildings which are springing up due to the absence of proper facilities.

19. Our client's site benefits from ready access to strategic road networks including the A580, M6, M60 and M62. It has an existing area of well drained hardstanding and secure perimeter fencing. It is situated close enough to our client's residence that any potential security issues would be deterred and quickly responded to. The site could be fully accredited by the Caravan Storage Site Owners Association which would be properly managed in accordance with a planning permission.
20. The historical long-term use for storage and infrastructure works on the railway line are an indicator of the suitability of the site for B8 storage uses (subject to appropriate controls over access and vehicle movements). Whilst Network Rail will retain a right of access over the land, an appropriately designed site layout would be unlikely to prejudice this use if it is required.
21. In summary, there is a stated undersupply of open air storage facilities in the region; this in turn is an additional factor which must be considered if the plan is to be found sound.

Site's performance against greenbelt purposes

22. In addition to being PDL it is our finding that the land makes only a weak contribution to the green belt purposes as set out in Paragraph 80 of the NPPF. As a consequence, there would be limited impacts on the openness and performance of greenbelt functions by removing this site from the greenbelt designation through an allocation.
 - The site is set low in the landscape alongside parcels of interspersed built development which includes individual residences, a cluster of houses and a caravan site and Diggle Green Farm situated north of Wilton Lane. Additionally, the golf course and Orica munitions storage depot are also immediately nearby, adding to the sense of built surroundings. The site has durable boundaries and any further development would be constrained by the topography,



the railway line to the south and road bridge to the north. It would not therefore result in a sprawling of the built surroundings.

- The site is outside a defined settlement and is not on the edge of settlement. It performs no function in separating any parts of the settlements and nor does it function to prevent encroachment (creeping expansion of towns and villages).
- The site is not within, nor is it close to any historic towns or villages such that the setting or character of those places could be harmed. The land offers no contribution to this purpose.
- Additionally, as noted above, it can be persuasively argued that keeping this land in the greenbelt is contrary to the overarching purposes of encouraging recycling of derelict and other urban land because it would prevent, rather than promote the redevelopment of brownfield sites. In this particular case, the site is brownfield site which is suitable, available and deliverable but its prospects of redevelopment which are currently prejudiced by its greenbelt designation.
- Other than ancillary service buildings, the need for new buildings and thus, the impact on the openness of the greenbelt would be minimal. Furthermore, there would be limited landscape impact by virtue of its location and topography of the land benefitting from existing tree cover. Additionally, there is a synergy with the NPPF's reference to recreational uses in the greenbelt as caravan storage would essentially promote the active use of the countryside for recreation.

Conclusions

23. Paragraph 17 of the NPPF identifies one of the core planning principles of the planning system, which it states should underpin both plan-making and decision-taking, is to proactively drive and support sustainable development to deliver the homes that the country needs, with every effort made objectively to identify and then meet these needs. NPPF 182 sets out the requirements for development plans the tests which must be passed to reach a finding of soundness.

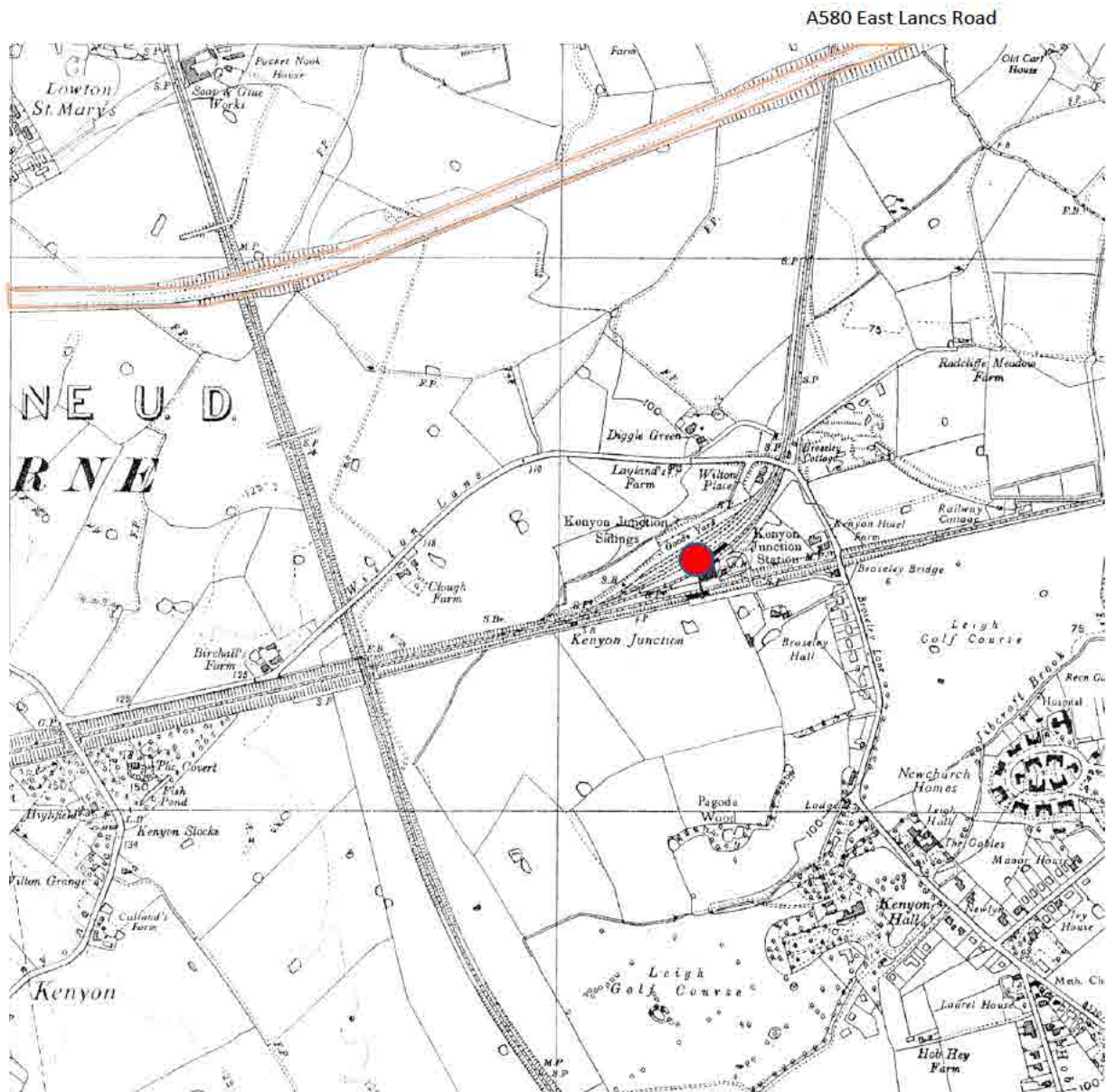


24. Given the necessity to allocate such an extensive amount of green belt land to meet both local and strategic development needs, it is considered appropriate to ensure that as many as possible previously developed Green Belt opportunities are explored to locate such requirements. Without exploring and considering appropriate brownfield land such as our client's land, we would question whether the plan as proposed could be found properly sound.

25. There is a demand for B8 uses with open air storage requirements which would be best satisfied by identifying land which has existing areas of extensive hardstanding, that benefits from good road links and include consideration of sites which do not require provision of large warehouse buildings which could adversely impact the openness of the Green Belt. This site has all of those attributes and is thus eminently suitable and is immediately available for such uses.

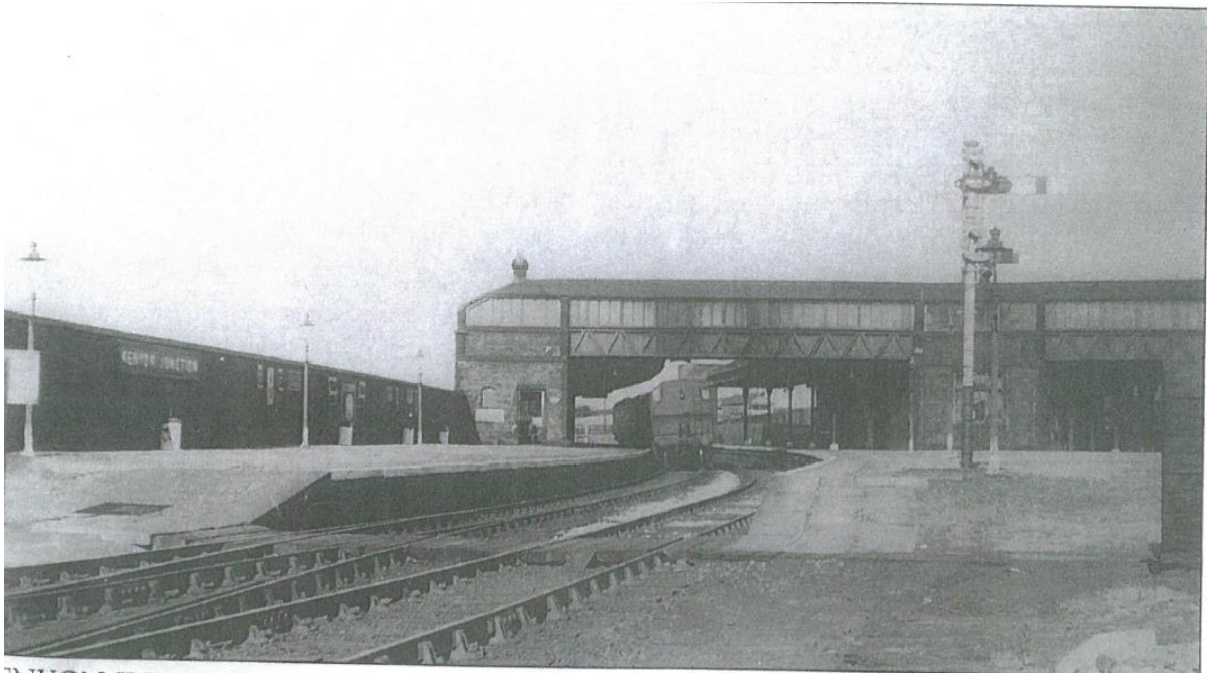


Location of the site as shown in the mid-1960's:









Kenyon Junction circa 1955-1960:



Photo credit © Bevan & Price



Disused Kenyon Junction Circa 1966:







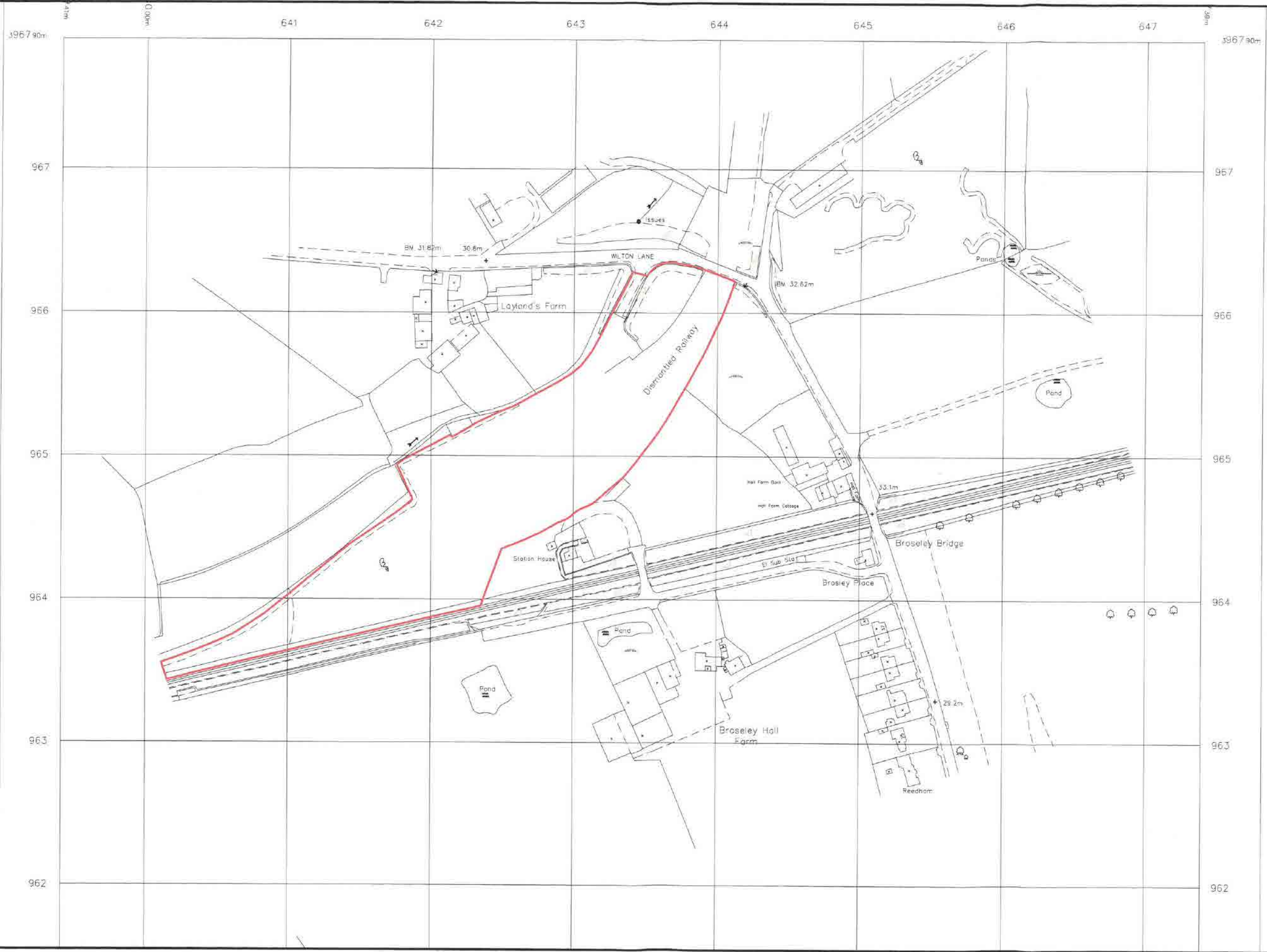








Appendix 1



WILTON LANE

KENYON JUNCTION

SCALE 1:2500

JANUARY 2004

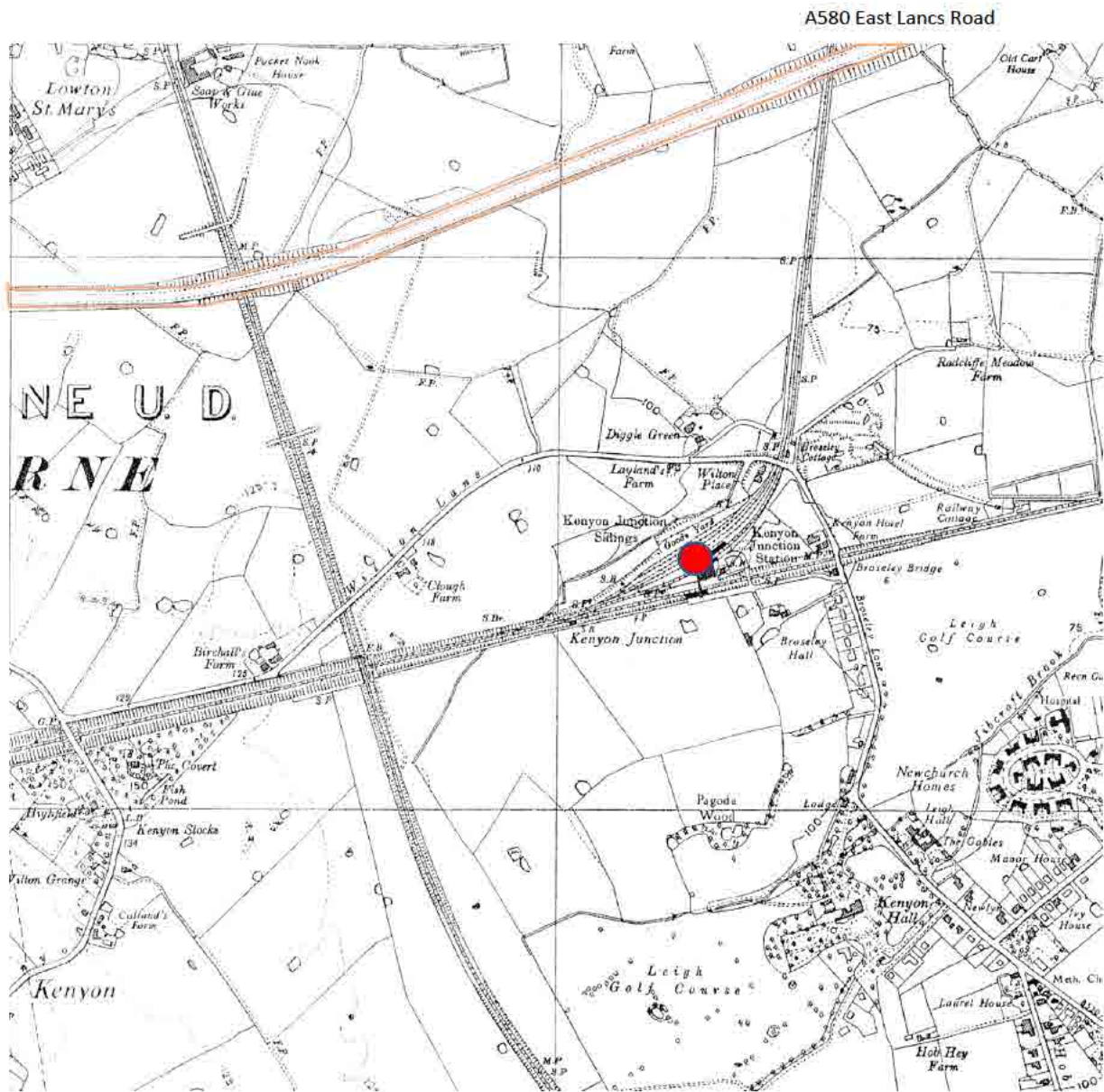
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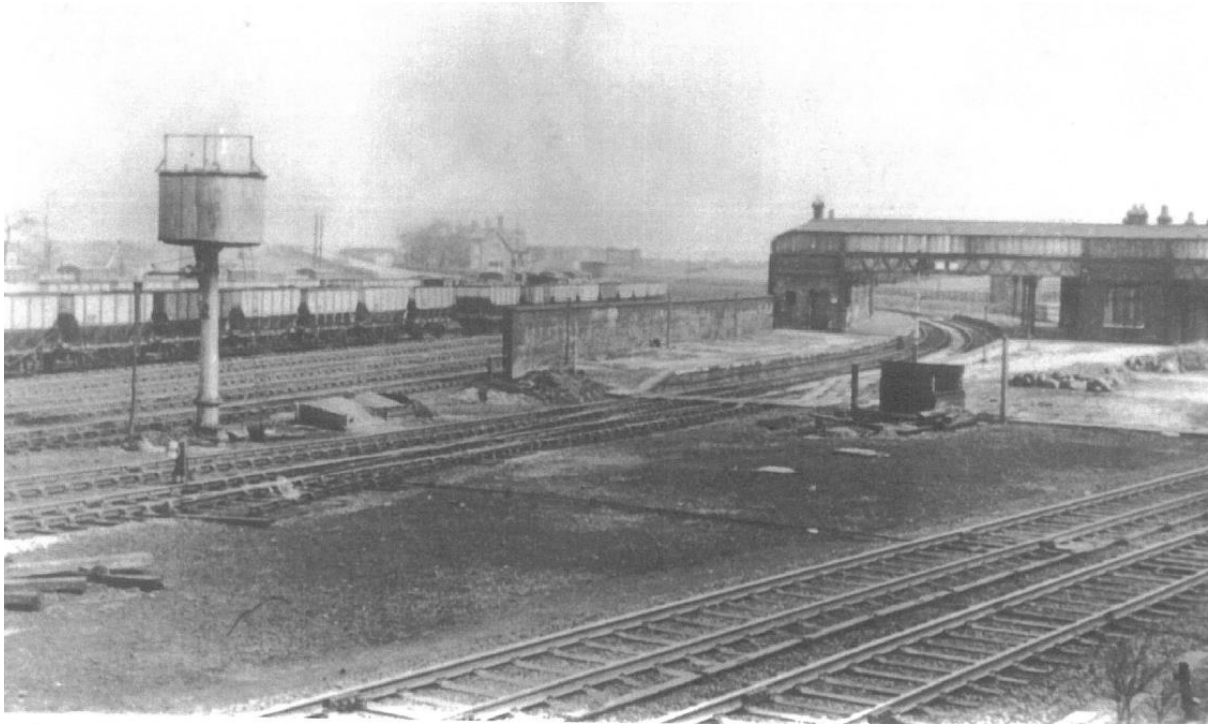
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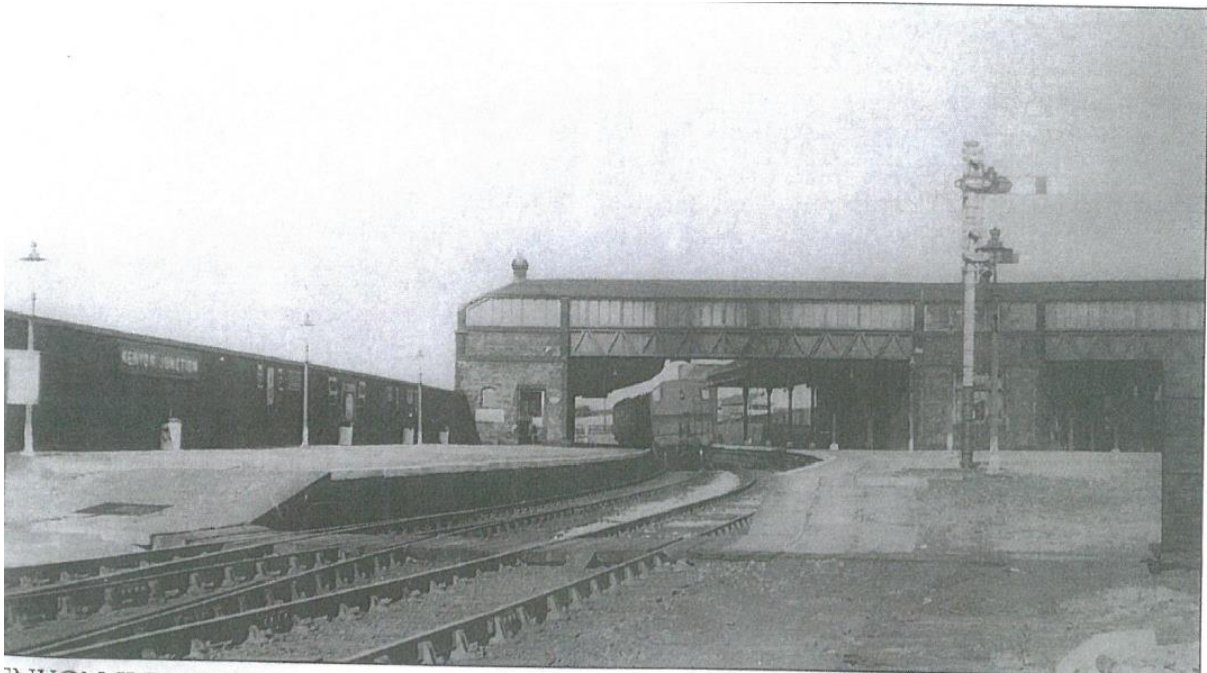


Location of the site as shown in the mid-1960's:









Kenyon Junction circa 1955-1960:



Photo credit © Bevan & Price



Disused Kenyon Junction Circa 1966:





Appendix 3

PLANS LIST

7th April 1999

Item Number: 8

Application Number: 99/39317

Ward : Culcheth, Glazebury and Croft

Case Officer : [REDACTED]

Date Registered : 08/03/1999

Applicant : Greenbank Partnership Ltd

Location : KENYON RAILWAY STATION, OFF WILTON LANE, CULCHETH,
WARRINGTON, WA3 4HR

Proposed : OUTLINE APPLICATION FOR THE PROVISION OF RAILWAY STATION
WITH ASSOCIATED INFRASTRUCTURE AND LINK ROAD TO CONNECT
STATION WITH A580

Recommendation : That the Secretary of State for the Environment, Transport
and the Regions be informed that Warrington Borough Council have no objections
to the proposed development subject to conditions and subject to no objections
from the Highway Agency.

Conditions

- 1 The subsequent approval by the Local Planning Authority before development commences of the siting, design, and external appearance of the proposed building(s) and other structures and the means of access thereto (including any estate roads) and landscaping of the site.
- 2 Application for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission.
- 3 The development to which this permission relates must be begun not later than whichever is the later of the following dates:-
 - (a) The expiration of five years from the date of this permission, OR
 - (b) The expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
- 4 Prior to the commencement of development on site details of the finished slab levels of all buildings, structures, parking areas and road ways on site, in relation to those of the surrounding land, shall be submitted to and approved in writing by the Local Planning Authority; thereafter the development shall be constructed to the approved levels.
- 5 No development shall take place until details of all screen and boundary walls, fences or other means of enclosure have been submitted to and approved in writing by the LPA; and no building shall be occupied until the enclosures have been erected in accordance with the approved details.

- 6 No development shall take place until a full tree condition survey conducted by a qualified arboriculturalist showing the trunk positions, canopy spreads, species, age and condition of all trees and hedges on and adjoining the site, together with recommendations for their removal or retention, shall be submitted to the Local Planning Authority. Prior to the commencement of development, details of the measures to be used to protect the trees and hedgerows shown for retention in accordance with BS 5837:1991 "Trees in relation to Construction" shall be submitted to and approved in writing by the Local Planning Authority and such measures as are approved shall be carried out before the development commences and maintained throughout the period of construction until the completion of the development.
- 7 No trees or hedges on or overhanging the site shall be lopped, topped, pruned or felled without the prior written consent of the Local Planning Authority.
- 8 No development shall take place until a landscaping and boundary scheme has been submitted to and agreed with the Local Planning Authority. This shall indicate the size, species and spacing of planting and the areas to be grassed. Any such planting which within a period of 5 years of implementation of the landscaping die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size or species, unless the LPA gives written consent to any variation. The approved scheme shall be fully implemented prior to the first occupation of any building/or the commencement of the use.
- 9 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or the completion of the development whichever is the sooner; and any trees or plants or turfed areas which within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the LPA gives written consent to any variation.
- 10 Before the development is commenced, a schedule of all the materials to be used in the development shall be submitted to and approved in writing by the Local Planning Authority.
- 11 Prior to the commencement of development on site, full engineering drawings of all proposed roadways, junctions, parking, turning and vehicle circulation space shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until all the work contained in the approved details has been fully implemented.
- 12 Prior to the commencement of development on site, full details of a scheme of traffic management to be implemented on Wilton Lane to the west of the application site shall be submitted to and approved in writing by the Local Planning Authority.

- 13 Prior to the commencement of development on site, a scheme for the phasing of the provision of parking shall be submitted to and agreed in writing with the Local Planning Authority.
- 14 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.
- 15 Prior to the commencement of development on site, an acoustic report together with an assessment of the impact of the proposal on local air quality shall be submitted to and approved in writing by the Local Planning Authority. The reports shall include remediation measures for implementation on site prior to the first use of any part of the development hereby approved.

Reasons

The application is for Outline Permission only.

- 2 To comply with the provisions of Section 92 of the Town and Country Planning Act, 1990.
- 3 To comply with the provisions of Section 92 of the Town and Country Planning Act, 1990.
- 4 To ensure control over site levels in the interests of the visual amenity, character and appearance of the Green Belt.
- 5 In the interests of the appearance of the development in the locality.
- 6 To ensure that existing trees and/or hedges on and adjacent to the site, which are to be retained, are protected from vehicles and works involved in the construction of the development.

To ensure control over work to important trees and hedgerows within or adjoining the site.
- 8 The Planning Authority is dedicated to the improvement of the visual amenity of both its urban and rural areas and landscaping as part of approved scheme has an important role to play in achieving this objective.
- 9 The Planning Authority is dedicated to the improvement of the visual amenity of both its urban and rural areas and landscaping as part of approved scheme has an important role to play in achieving this objective.
- 10 In the interests of the appearance of the development in the locality.
- 11 In the interests of highway safety and the free flow of traffic.
- 12 In the interests of highway safety and the free flow of traffic.

- 13 In order to ensure the provision of adequate parking within the site in the interests of highway safety and the interests of the appearance of the development in the locality.
- 14 In the interests of the archaeological value of the site.
- 15 In the interests of living conditions of occupiers of nearby residential property.

OBSERVATIONS

MATERIAL CONSIDERATION

The Xanadu Project
 Impact on the Green Belt
 Impact on Road Traffic on the Local Road Network
 Sustainability

APPLICATION AND SITE

This outline application has been submitted concurrently with proposals for a new road to link the new station and park and ride facility with the junction of the A580(T) East Lancs Road and the A579 approximately 800 metres to the north (99/39318). All detailed matters other than siting and means of access have been reserved for subsequent approval. The site is generally lower than the level of its surroundings and is currently fairly well covered with young trees which have self seeded since the closure of the original station. Two new platforms are proposed alongside the Liverpool to Manchester Rail line. A footbridge would be needed to link the two. Car parking, in three phases, is proposed together with bus and taxi circulation space. A new road junction onto Wilton Lane is proposed to serve the development. The dismantled railway line is to be redeveloped as a new link to Leigh and feed into the site under Wilton Lane from the north.

POLICY CONTEXT

National Planning Guidance
 PPG1 - General Policy and Principles
 PPG1 - Green Belts
 PPG7 - The Countryside - Environmental quality and economic and social development
 PPG12 - Development plans and regional planning guidance
 PPG13 - Transport

Regional Planning guidance
 RGP13 For the North West

Approved County Structure Plan
 ENV2 - General Requirements for new development
 ENV3 - Green Belt
 T7 - Public Transport Infrastructure
 T8 - Railways
 R1 and R2 - Policies for the Control of Development in rural Cheshire

Borough of Warrington Local Plan
 LPS5 - Green Belt Boundaries
 DC5 - Tree and woodland planting
 C1 - Development proposals in the Green Belt and Areas of Search
 C13 - Visual amenity of the Green Belt

PLANNING HISTORY

The former station at Kenyon Junction has been dis-used since the 1960s. There have been no development proposals at the site until now.

CONSULTATIONS/REPRESENTATIONS

ASST DIRECTOR TECHNICAL SERVICES (HIGHWAYS) - No objection in principle.

ASST DIRECTOR TECHNICAL SERVICES (ENVIRONMENTAL HEALTH) - No objection in principle.

PARISH COUNCIL - No objections to outline planning. Reservations about details until more information is known. Concerned about possible associated developments and projects. Parish Council wish to see the views of CPRE and C & G Action Group on this and other local issues being taken into consideration.

WIGAN METROPOLITAN BOROUGH COUNCIL - Station, bus interchange and majority of car park not part of former GMC Green Belt;

- Link Road was within Wigan and is therefore in adopted Green Belt.
- Proposals in adopted Green Belt are not inappropriate as no buildings are proposed and openness is not affected.
- Not a departure from Green Belt policy as station site not in approved Green Belt.

NEIGHBOURS - 12 Letters of comment and of objection received to date:

- Proposed development is contrary to Green Belt policy and should not be granted unless there are exceptional circumstances.
- Matter should be referred to Secretary of State as it is contrary to policy.
- A modest station which encouraged use by local people would be environmentally desirable but not an exception to Green Belt policy.
- Has been a station on the site previously but not a major park and ride facility.
- Far too much parking provided compared to other, nearby rail stations.
- Even if Xanadu were built, 539 spaces is excessive.
- Submitted evidence of need for parking does not refer to use made of parking at other stations.
- No need for new link road - Warrington is already very well served - use of link road instead of existing road network would not produce much quicker journeys to Xanadu Centre.
- Bus journeys along Wilton Lane would be significant.
- Travellers using A580 would turn towards Xanadu Centre itself rather than southwards to Kenyon Station Park and Ride.
- If parking at Xanadu site is insufficient this should not be used to justify development against policy at Kenyon.
- Rat running from link road along Wilton Lane and Broseley Lane could not be prevented.
- Already a significant traffic problem in centre of Culcheth.
- Building link road on land formerly used by a rail line is no justification for redevelopment of that land - previously there was far more open land in vicinity.
- Open space between Wilton Lane and A580 provides a very valuable source of amenity - walking, exercising dogs, horse riding - the loss of this to save leisure seekers 3 or 4 minutes travel time is disproportionate.
- Stonepit Lane and Kenyon Lane (both 30MPH Zones) would be totally inadequate for the huge additional load.
- If Wigan MBC is in favour of Xanadu it should provide parking facilities to serve it, not blight rural Green Belt land in another Borough.

- It is in the public interest that the exceptional circumstances which justify this development are made known.
- Use of Brown Field sites closer to Xanadu should be explored.
- Will stimulate further development and loss of Green Belt.
- There is a Nursing Home and Riding School off Kenyon Lane, both of which would be adversely affected by extra traffic.
- Already have peak time traffic queues of over half an hour.
- Increase in crime and vandalism.
- Loss of wildlife habitat.
- Local countryside is enjoyed by organised groups using bridleways and paths.
- Set precedent for other major development.
- This would be an overflow car park for Xanadu.
- Concerned that permission for all three phases of car park would be given through one planning application.
- Concerned at lack of public consultation and short time scale for such a strategic project.
- Additional car crime.
- Hours of operation of station/bus link could not be adequately controlled.
- No certainty that Xanadu project will be feasible in long term but rural character would be lost by then.
- Towed caravans and horse boxes use Wilton Lane.
- Car visitors from Liverpool and Manchester would use park and ride which is only 3 miles from destination to wait for bus.
- Business commuters would not use park and ride because there are ample facilities at Birchwood and Glazebrook.

APPLICANTS SUPPORTING INFORMATION

A traffic assessment (TIA) has been submitted together with an environmental impact note.

The purpose of the application is to serve a proposed new regional sports and leisure complex on the Wigan and Leigh College site to be known as "Xanadu". The application is key to the Xanadu Project because the provision of park and ride facilities is a fundamental part of showing that the location of the sports centre is acceptable in terms of sustainability. The station is designed to benefit the area as a whole by improving access to the rail network and encouraging use of the train in preference to private cars.

Visual Impact - the location of the site, on low ground, offers substantial scope to limit the visual impact of the development with landscape planting on the southern, northern and western site boundaries.

Light Pollution - New lighting will be confined to the internal parts of the site to limit the impact of light spillage.

Noise - The topography of the site would provide some protection from vehicle noise resulting from the development. This could be reinforced with noise barriers.

Air Quality - Predicted traffic levels would not have a significant effect on local air quality.

Traffic - Traffic would access the site using controlled junctions with the A580 and Wilton Lane. The station and park and ride facility together with its links to the local highway network and its links to the Xanadu site is an excellent example of an integrated travel facility for business/commuter and leisure journeys.

Water and Drainage - If possible, surface water will be drained to existing public sewers, if not to a watercourse.

Construction - Access to the site would be established from the A580 as soon as possible to prevent use of unsuitable local roads.

The previous transport use of the site would be restored by the proposals. The proposals would provide good quality sustainable transport facilities.

APPRAISAL

THE KANADU PROJECT

This proposed new sports centre is supported in principle by Wigan MBC. The station and park and ride facility are needed to serve the Kanadu site and to demonstrate the project's compliance with planning policy and guidance in sustainability terms. Xanadu is expected to have regional significance, in terms of numbers of visitors, as it nears completion, the project is significant also in terms of its local employment effect.

IMPACT ON GREEN BELT

The proposal would restore the use of the former Kanyon Station Site but would entail a large amount of car parking which would be new to the site. The land is at a lower level than its surroundings and is currently screened by trees which further reduces the potential for visual intrusion into the Green Belt. The retention of as many existing trees as possible will be fundamental to scheme as would be the need for substantial additional planting outside the site. No buildings are proposed as part of this outline application. The impact on the openness of the Green Belt is therefore confined to that of the station platforms, footbridge and of the large new areas of hardstanding. Nonetheless the change of character that would result from such development would impact significantly on the Green Belt in this location by the incursion of an intensive, urban land use into the countryside. The proposal would, therefore, be contrary to the objectives of including land within the Green Belt.

IMPACT OF ROAD TRAFFIC ON LOCAL ROAD NETWORK

It is intended that the park and ride facility will attract car traffic from a wide area. The intended shuttle bus service would also increase traffic levels on the local network, especially between Culcheth and the site. Traffic management measures would be needed on Wilton Lane to the west of the site in order to ensure the safe use of the new access point. It is intended that there will be two separate parking areas for cars travelling to the site, one accessible from the A580 and one for local people accessible from Wilton Lane. The scheme provides for 539 No car parking spaces, 432 would be accessible from the A580 and 107 accessible from Wilton Lane. There will no through access for cars between the A580 and Wilton Lane itself. Local bus services will be able to access the bus station through a bus gate, controlled by transponders in the vehicles.

SUSTAINABILITY

In addition to serving the new sports centre, the development of a new station is intended to increase accessibility to the rail network for local commuters. The proposed new link road would be used only by the shuttle buses serving the Xanadu Centre. The proposal would provide a significant local alternative to the private motor car and this is an objective that is recognised in development and national planning guidance.

CONCLUSION

The proposal amounts to inappropriate development in the Green Belt, permission should, therefore, only be given if the circumstances of the case can be regarded as "Very Special". The development is needed to facilitate the Xandu Sports Centre which is a project expected to have regional significance and benefits. This is a major opportunity to improve access to the national rail network and this is an objective of Local Plan Policy. At a strategic level, the proposal is consistent with locational policies in the Wigan UDP by providing a sustainable access solution for Xanadu. It is recommended that outline consent should be given in order to support this significant new regional investment which should be recognised as a very special circumstance to justify an exception to Green Belt policy. This decision would be a departure from the development plan and should, therefore, be referred to the Secretary of State.

RECOMMENDATION

That the Secretary of State for the Environment, Transport and the Regions be informed that Warrington Borough Council have no objection to the proposed development subject to conditions and subject to no objection from the Highway Agency..

Application Number: 99/39317

Ward : Culcheth, Glazebury and Croft
Case Officer : [REDACTED]
Date Registered : 08/03/1999
Applicant : Greenbank Partnership Ltd
Location : KENYON RAILWAY STATION, OFF WILTON LANE, CULCHETH,
WARRINGTON, WA3 4HR
Proposed : OUTLINE APPLICATION FOR THE PROVISION OF RAILWAY STATION
WITH ASSOCIATED INFRASTRUCTURE AND LINK ROAD TO CONNECT
STATION WITH A580
Recommendation : Approve subject to Conditions

Conditions

- 1 The subsequent approval by the Local Planning Authority before development commences of the design and external appearance of proposed building(s) and other structures and landscaping of the site.
- 2 Application for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission.
- 3 The development to which this permission relates must be begun not later than whichever is the later of the following dates:-
 - (a) The expiration of five years from the date of this permission, OR
 - (b) The expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
- 4 Prior to the commencement of development on site details of the finished slab levels of all buildings, structures, parking areas and roadways on site, in relation to those of the surrounding land, shall be submitted to and approved in writing by the Local Planning Authority, thereafter the development shall be constructed to the approved levels.
- 5 No development shall take place until details of all screen and boundary walls, fences or other means of enclosure have been submitted to and approved in writing by the LPA; and no building shall be occupied until the enclosures have been erected in accordance with the approved details.

- 6 No development shall take place until a full tree condition survey conducted by a qualified arboriculturalist showing the trunk positions, canopy spreads, species, age and conditions of all trees and hedges on and adjoining the site, together with recommendations for their removal or retention, shall be submitted to the Local Planning Authority. Prior to the commencement of development, details of the measures to be used to protect the trees and hedgerows shown for retention in accordance with BS 5837:1991 "Trees in Relation to Construction" shall be submitted to and approved in writing by the Local Planning Authority, and such measures as are approved shall be carried out before the development commences and maintained throughout the period of construction until the completion of the development.
- 7 No trees or hedges on or overhanging the site shall be lopped, topped, pruned or felled without the prior written consent of the Local Planning Authority.
- 8 No development shall take place until a landscaping and boundary scheme has been submitted to and agreed with the Local Planning Authority. This shall indicate the size, species and spacing of planting and the areas to be grassed. Any such planting which within a period of 5 years of implementation of the landscaping die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size or species, unless the LPA gives written consent to any variation. The approved scheme shall be fully implemented prior to the first occupation of any building/or the commencement of the use.
- 9 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or the completion of the development whichever is the sooner; and any trees or plants or turfed areas which within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the LPA gives written consent to any variation.
- 10 Before the development is commenced, a schedule of all the materials to be used in the development shall be submitted to and approved in writing by the Local Planning Authority.
- 11 Prior to the commencement of the development on site, full engineering drawings of all proposed roadways, junctions, parking, turning and vehicle circulation space shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until all the work contained in the approved details has been fully implemented.
- 12 Prior to the commencement of development on site, full details of a scheme of traffic management to be implemented on Wilton Lane to the west of the application site shall be submitted to and approved in writing by the Local Planning Authority.

- 13 Notwithstanding the illustrative car parking provision shown on the submitted plans, a scheme for the provision of no more than a total of 260 car parking spaces shall be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of work on site.
- 14 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.
- 15 Prior to the commencement of development on site, and acoustic report together with an assessment of the impact of the proposal on local air quality shall be submitted to and approved in writing by the Local Planning Authority. The report shall include remediation measures for implementation on site prior to the first use of any part of the development hereby approved, which shall be carried out to the satisfaction of the Local Planning Authority.
- 16 Prior to the commencement of development on site a full habitat survey shall be conducted on site by a suitably qualified Nature Conservationist to establish the presence of all species of flora, fungi and fauna on the site together with a full investigation into the presence of protected species including for examples bat, badgers, barn owls and great crested newts. The methodology of the survey shall be verified as sound by the Local Planning Authority and shall contain recommendations for the transfer to species from the site and any other measures necessary to mitigate measures as are agreed, shall be implemented in full prior to the commence of any work on site.
- 17 Prior to the commencement of development a scheme to provide safe pedestrian, cycle and vehicular access between the site and railway bridge to the south of the site on Broseley Lane shall be submitted to and agreed in writing by the Local Planning Authority, such scheme as is agreed shall be implemented in full prior to the first use of the development hereby approved.
- 18 Prior to the commencement of development on site, a scheme of secure parking for bicycles and for safe access to and from the parking areas to the station platforms shall be submitted to and approved in writing by the Local Planning Authority.

Reasons

- 1 The application is for Outline Permission only.
- 2 To comply with the provisions of Section 92 of the Town and Country Planning Act, 1990.
- 3 To comply with the provisions of Section 92 of the Town and Country Planning Act, 1990.
- 4 To ensure control over site levels in the interests of the visual amenity, character and appearance of the Green Belt.
- 5 In the interests of the appearance of the development in the locality.

- 6 To ensure that existing trees and/or hedges on and adjacent to the site, which are to be retained, are protected from vehicles, and works involved in the construction of the development.
- 7 To ensure control over work to important trees and hedgerows within or adjoining the site.
- 8 The Planning Authority is dedicated to the improvement of the visual amenity of both its urban and rural areas and landscaping as part of approved scheme has an important role to play in achieving this objective.
- 9 The Planning Authority is dedicated to the improvement of the visual amenity of both its urban and rural areas and landscaping as part of approved scheme has an important role to play in achieving this objective.
- 10 In the interests of the appearance of the development in the locality.
- 11 In the interests of highway safety and the free flow of traffic.
- 12 In the interests of highway safety and the free flow of traffic.
- 13 In order to ensure the provision of adequate car parking within the site in the interests of highway safety and the interests of the appearance of the development in the locality which has been justified by the very special circumstances associated with this case.
- 14 In the interests of the archaeological value of the site.
- 15 In the interests of environmental quality.
- 16 In the interests of the nature conservation value of the site.
- 17 In the interests of highway and pedestrian safety.
- 18 In order to provide adequate and secure provision for cycle parking and to ensure safe pedestrian access between the parking areas and the station platforms.

OBSERVATIONS

THIS APPLICATION WAS DEFERRED AT THE MEETING OF THE DEVELOPMENT CONTROL COMMITTEE ON 7 APRIL 1999

MATERIAL CONSIDERATION

The Xanadu Project
 Impact on the Green Belt
 Impact on Road Traffic on the Local Road Network
 Sustainability
 Impact on ecology/habitat value.



Appendix 4









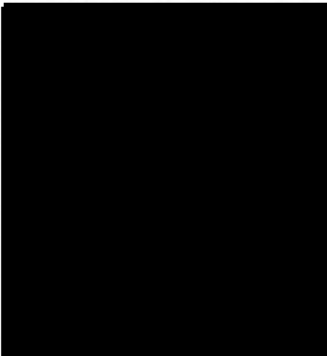




Appendix 5

MEM 25

Network Rail



Network Rail
1st Floor
Square One
4 Travis Street
Manchester M1 2NY
Manchester
Tel: +44 (0)161 880 3590
Fax: +44 (0)161 880 3987

Our ref: OPS/288/08/HJL
Date: 8th April 2009

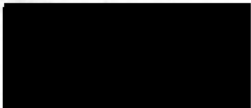
RE: Kenyon Junction – Compound Requirements

Thank you for returning the signed Licence Agreement to me. Please find enclosed your copy of the Licence Agreement signed on behalf of Network Rail.

Thank you again for your assistance and cooperation with allowing Network Rail and it's contractors to use your land. If you have any problems please do not hesitate to contact me on the above or [redacted].

Kind regards

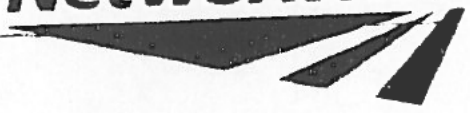
Yours sincerely



[redacted]
Operational Portfolio Surveyor
[redacted]

EM18

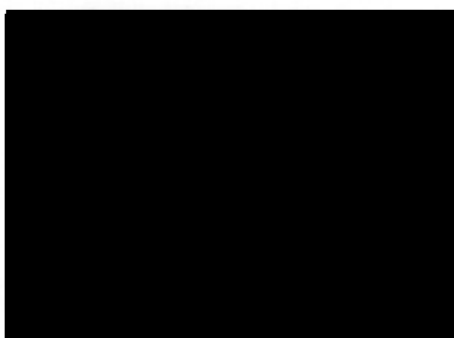
Network Rail



Community Relations North West

Network Rail
Room 307
Rail House
Store Street
Manchester
M60 7RT

Tel: 08457 11 41 41



23 Sep 2005

Our Reference: 33064

OPEN ACCESS GATE - KENYON JUNCTION



Thank you for your letter of 19 September with regards to the above.

I am writing to inform you that I have forwarded the information to our local maintenance team asking that they contact you directly to make arrangements to replace your lock with a No.16 lock. Thank you for taking the trouble to secure the area yourself in the interim.

It is certainly not acceptable for staff to leave an access gate open or unlocked and is briefed to all staff and contractors that areas must be secured prior to them leaving a site. If this happens in the future, you can report the incident to the number above (available 24 hours a day, 7 days a week) and arrangements can be made to secure the area. If you notice any contractor names or registration numbers please report these as well so we can follow it up with the staff concerned.

Thank you for bringing this matter to our attention.

Yours sincerely,



Con

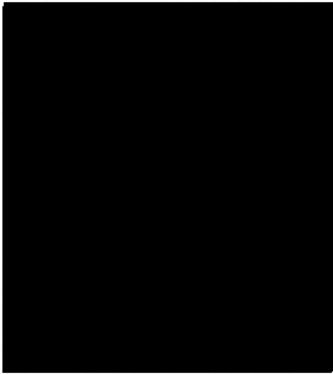


ITEM 9

Network Rail

Rail House
Store Street
Manchester
M60 7RT
Tel: 0161 228 8888

Your Ref:
Our Ref: BF/AL/ltr1909



21st July 2003



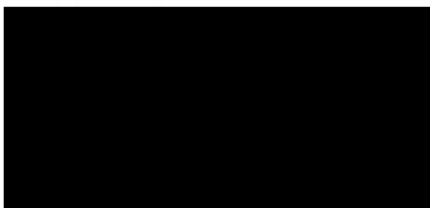
Re: Kenyon Junction – Former Railway Land

Thank you for the facilities made available by use of the former track bed and goods yard at Kenyon Junction. Whilst this land supplements the Network Rail storage and compound area, it would have been almost logistically impossible to undertake the recent major projects in the route, such as the extraction and storage of 3500 tons of clay from the Kenyon cutting embankment slip some 18 months ago and the storage of 3000 tons of clean stone for the remedial works. Likewise, the use of your land for storage greatly facilitated the major drainage works over the last two years.

The above works are, of course, a continuation of the process and use of the land before and since it was sold to yourselves in the 1980's and I trust you will facilitate such use in the future.

I confirm that we will still require to exercise our rights of access over the land to the track with men, vehicles and materials at all times.

Yours sincerely



Schemes Manager



Appendix 6

Begin forwarded message:

From: [REDACTED]
Date: 1 April 2015 19:31:16 GMT+01:00
To: [REDACTED]
Subject: Caravan storage

Hello, I got your email address from a friend who tells me that you may have some storage space for my motor home ? I have an Encore 255 4 berth motor home which I would like to store locally but am struggling to find anywhere available.

I live in Culcheth and I believe that you are close by ?

Please could you let me know about your rates and availability ?

Thank you [REDACTED]

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 9 April 2015 19:34:01 GMT+01:00
To: [REDACTED]
Subject: Possible caravan storage facility

To Whom It May Concern

I'm hoping this is the correct contact passed to me through a third party. I have previously owned a static caravan on a caravan site but found the whole thing too costly. I have looked into buying a caravan but have nowhere to store it at home. I have spoken to various caravan storage sites who are unable to accommodate any caravans and there appear to be waiting lists for all sites remotely local. If your site goes ahead please could you contact me as soon as possible.

Thank you

Regards

[REDACTED]

From [REDACTED]

Date: 4 April 2015 19:05:42 GMT+01:00
To: [REDACTED]
Subject: Caravan storage

Hello

I believe you may shortly be able to offer secure storage for caravans. If this is true would you please advise of the first available dates and your fees. We have had vans stolen three times from our driveway and want to be able to store locally, we have previously stored in Blackpool, but this isn't convenient when we are heading south.

I look forward to hearing from you

Many thanks

Kind regards

[REDACTED]

Begin forwarded message:
From: [REDACTED]
Date: 7 April 2015 17:27:39 GMT+01:00
To: [REDACTED]
Subject: Caravan Storage Alternative

Dear [REDACTED]

As discussed with you earlier this week we currently have Caravan which on our property at home in Winwick. We are aware the caravan attracts attention from travellers and we have had two attempted break-ins in the past resulting in the theft of the cars and jewellery we feel the caravan would be better stored on a secure site that meets our requirements. most locally seem to be full. Should you be able to help then I would be very greatfull.

Kind regards

[REDACTED]

[REDACTED] I have heard through a friend of a friend you are considering the possibility of a secure cassoa caravan storage on your land. I am currently struggling to find an accredited site to store my caravan in the area, as the other two are full to capacity. Other sites do not have the accreditation and therefore do not have the security I need for my insurance company. I would be very interested if the site were to be opened as there is a significant shortage, as accredited sites reduce the costs of insurance significantly. Please keep me informed of any future developments.

[REDACTED]

[REDACTED]

[REDACTED]

Hi,

I am hoping you can help me with a problem I am having storing my caravan. I notice that you have land available and wondered if the storage of my caravan would be a consideration. I obviously would be happy to pay the appropriate fees.

Could you please email me back as soon as possible or contact me by phone on [REDACTED]

Kind regards,

[REDACTED]

[REDACTED]

Hi [REDACTED]

Firstly apologies for contacting you out of the blue, your details were passed to me by a mutual friend, who told me that you were looking into setting up some caravan storage on the old railway sidings at Kenyon.

We are looking for local storage for our caravan [REDACTED] we live in Culcheth and currently store our van in St Helens as all of the suitable facilities nearby are full (we have been on the waiting list for one for over 2 years!), but would much prefer somewhere more local.

If you do proceed with the project would you please bear us in mind, if you could also give details of the facilities which will be available (fencing, CCTV, CaSSOA accreditation etc) it would be much appreciated,

Many thanks,

[REDACTED]

[REDACTED]

Hello,

I am looking for some secure storage for my caravan and heard from friends you are possibly able to offer this? I live in Wigan and I am struggling to find a site which has availability.

Many thanks

[REDACTED]

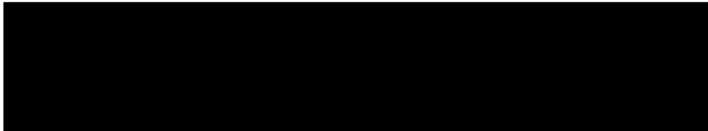
[REDACTED]

hello

i have been reliably informed that there is a possibility of a new caravan/motor-home storage facility in the Culcheth area. as a Culcheth resident, I would be very interested as there are no such storage arrangements available locally.

please keep me informed of any project developments, proposed facility services, annual cost etc.

best regards



Subject: Caravan storage

Hi,

I'm struggling to find an accredited site to store my caravan within the area as the existing ones are full. There are other sites but they are not accredited and this would cost me much more to insure therefore I would be very interested if you were to open an accredited site and would appreciate any details you can provide me with.

Many thanks



[Faint, illegible text]

[Faint, illegible text]

[Faint, illegible text]



For further information please ask for:

[Redacted]
[Redacted]

[Redacted]

[Redacted]
[Redacted]

De Pol Associates Ltd
Farington House, Stanfield Business Park
Stanfield Lane, Farington, Leyland, Preston, PR25 4UA

[Redacted]
[Redacted]

www.depol.co.uk

<i>For Office Use Only</i>	
Date received:	
Scanned /Saved:	
Plotted:	
Site Ref:	
SHLAA Site Ref:	

'Call for Sites'

Warrington Borough Council Local Plan Review

Call for Sites Registration Form

October 2016

Please note this 'Call for Sites' is for five or more dwellings or economic development on sites of 0.25 ha (or 500sqm of floor space) and above, Gypsy, Traveller and Show People and Minerals and Waste sites.

The identification of sites does not imply that the Council considers that the site is suitable for development, either now or in the future. It cannot be taken as representing either an intention to allocate these sites, or as a material consideration in the determination of a planning application.

Potential sites that have been identified will be further tested through the Plan-making process, including through the Spatial Distribution and Site Assessment Process, Sustainability Appraisal/Strategic Environmental Assessment, several stages of public participation and independent examination.

Please also note that all the responses and information received as part of the 'Call for Sites' will be published and made available for public viewing as part of the open and transparent Plan making process.

NOTE: Please read the accompanying guidance note [here](#) before completing this form and complete a **separate** form for each site that you are submitting to the Council.

Please return your completed form and any accompanying supporting material to Planning Policy, Warrington Borough Council no later than 5.00pm on Monday 05th December 2016.

By e-mail: ldf@warrington.gov.uk

By post: Planning Policy, Warrington Borough Council, New Town House, Buttermarket Street, Warrington, WA1 2NH

Should you require further advice and guidance on completing this form, please contact the Planning Policy Team by telephone on 01925 442841 or by e-mail to ldf@warrington.gov.uk

(1) Your Details

Please provide your contact details and those of your agent (if applicable). Where provided, we will use your Agent's details as our primary contact.

	Your details	Your Agent's details
Name		
Position		
Organisation		
Address		
	Town	
	Postcode	
Telephone		
Email address		

(2) Site Details

Please provide the details of the site you are suggesting. If you are suggesting more than one site, please use a separate form.

Name of site /other names it's known by	Land at Former Kenyon Railway Junction	
Address	Land south of Wilton Lane	
	Nr Culcheth	
	Town	Warrington
	Postcode	WA3 4HR
Ordnance Survey Grid Reference	Easting : 364258	Northing : 396487
Site area (hectares)	5.06ha	
Net developable area (hectares)	3.27ha	
What is your interest in the site? (please tick one)	Owner <input checked="" type="checkbox"/>	Lessee <input type="checkbox"/>
	Prospective Purchaser <input type="checkbox"/>	Neighbour <input type="checkbox"/>
	Other <input type="checkbox"/>	Please state:

Please Note: It is essential that you provide a map showing the site's location and detailed boundaries for each submission.

(3a) Proposed future use(s)

Please indicate the preferred use that you would like the site to be considered for. Please also indicate any other uses you would consider acceptable. If you wish the site to be considered for a mix of uses, please tick all uses that apply.

	Residential	Gypsy & Travellers	Employment	Retail	Leisure	Other*
Preferred future use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alternative future use(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential Capacity	houses:	Number of Pitches:	5000 SqM	SqM	SqM	SqM
	or flats:					
Employment Use Class (E.g. B1)	B8					
* If "Other", please indicate which use(s):						
Potential Density						
	Has any design, viability, master planning work or other studies been undertaken for any proposed use?			Yes <input type="checkbox"/>	No <input type="checkbox"/>	

(3b) Proposed future use(s) - Minerals and Waste

Details:

(4) Site Ownership			
Please record the site ownership details. If there are more than three owners, please record the fourth owner, etc. on a separate sheet. Please indicate the extent of individual landholding(s) on the site map.			
If you do not know who owns the site, please state so below.			
	Owner 1	Owner 2	Owner 3
Name			
Address			
	Town		
	Postcode		
<u>Or</u> : I do not know who owns the site			
Has the owner (or each owner) indicated support for proposed redevelopment? Please also record these details for the 4 th and subsequent owners (where necessary).			
Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't know	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there any Restrictive Covenants & Ransom Strips affecting the site?	None.		

(5) Market Interest		
Please choose the most appropriate category below to indicate what level of market interest there is in the site:		
		<i>Any comments</i>
Site is owned by a developer	<input checked="" type="checkbox"/>	
Site under option to a developer	<input type="checkbox"/>	
Enquiries received	<input type="checkbox"/>	
Site is being marketed	<input type="checkbox"/>	
None	<input type="checkbox"/>	
Not known	<input type="checkbox"/>	

(6) Site Condition

Please record the current use(s) of the site (or for vacant sites, the previous use, if known) and the neighbouring land uses.

Current use(s)	former railway goods exchange and freight depot / currently used for storage	
Neighbouring Uses	agricultural land	
If vacant	Previous use(s)	
	Date last used	

What proportion of the site is made up of buildings, and what proportion is (open) land?

Proportion covered by buildings	7	%	Proportion not covered by buildings	93	%
---------------------------------	---	---	-------------------------------------	----	---

If there are buildings on the site, please answer the following questions:

How many buildings are there on the site?	1	buildings
What proportion of the buildings are currently in use?	% in use: 100	%
	% derelict:	%
	% vacant:	%
Are any existing buildings on the site proposed to be converted?	NO	

For the **parts of the site not covered by buildings**, please answer these questions:

What proportion of the land is currently in active use?	77	%
What proportion is greenfield (not previously developed)?	23	% (A)*
What proportion is previously developed and cleared?	77	% (B)*
What proportion is previously developed but not cleared? (e.g. demolition spoil, etc.)		% (C)*

* A plus B plus C should add to 100%.

Please provide any additional comments on a separate sheet if necessary.

(7) Constraints to Development

Please tell us about any known constraints that will affect development for the proposed use, details of what action is required, how long it will take and what progress has been made.

Please use a separate sheet where necessary to provide details. If using separate sheets, it would be helpful to make reference there to the particular constraint, e.g (7)(e) – Drainage.

	Yes, No or Don't know	Nature and severity of constraint *	Action needed, timescales and progress	Confirmed by technical study or by service provider?	
				Yes	No
a) Land contamination	DK			<input type="checkbox"/>	<input type="checkbox"/>
b) Land stability	No			<input type="checkbox"/>	<input type="checkbox"/>
c) Mains water supply	No.			<input type="checkbox"/>	<input type="checkbox"/>
d) Mains sewerage	No.			<input type="checkbox"/>	<input type="checkbox"/>
e) Drainage, flood risk	No			<input type="checkbox"/>	<input type="checkbox"/>
f) Tree Preservation Orders	no			<input type="checkbox"/>	<input type="checkbox"/>
g) Electricity supply	No.			<input type="checkbox"/>	<input type="checkbox"/>
h) Gas supply	No.			<input type="checkbox"/>	<input type="checkbox"/>
i) Telecommunications	No.			<input type="checkbox"/>	<input type="checkbox"/>
j) Highways	Yes	Access constraint	Improvements to access visibility splays	<input type="checkbox"/>	<input type="checkbox"/>
k) Ownership, leases etc.	No.			<input type="checkbox"/>	<input type="checkbox"/>
l) Ransom strips, covenants	No			<input type="checkbox"/>	<input type="checkbox"/>
m) Other (Please provide details)	Yes	Easement - Network Rail have right of access		<input type="checkbox"/>	<input type="checkbox"/>

(8) Site Availability

Please indicate when the site may be available

Excluding planning policy constraints, when do you believe this site could be available for development?

Immediately - Yes (Note: to be "immediately available", a site must be cleared, unless being considered for conversions.)

If not immediately, please state when it could be available:

If the site is not available immediately, please explain why – e.g. the main constraint(s) or delaying factor(s) and actions necessary to remove these:

(9) Any Other Information

Please tell us anything else of relevance regarding this site if not already covered above that will ensure that it contributes positively to the achievement of sustainable development. Please use a separate sheet/s if necessary.

Please refer to separate representation.

**Planning Policy– Warrington Borough Council,
New Town House, Buttermarket Street, Warrington, WA1 2NH**

ldf@warrington.gov.uk

01925 442841

This form is available in other formats or languages on request.