



Groves Town

Planning LTD

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Client	Mr and Mrs C Rothwell
Document Title	Representation to Warrington Local Plan – Preferred Submission Version 2021
Version/Date	V1 10 November 2021
GTP ref	21-09-011
Site	████████████████████████████████████████

1 Introduction

1.1 Groves Town Planning is engaged by Mr and Mrs C Rothwell to make representation in respect of the Warrington Local Plan Preferred Submission Version issued in September 2021 (PSV21).

1.2 This representation seeks modification to the PSV which includes the site within the Green Belt

2 The site subject of the representation

2.1 420 Stockport Road is a large detached dwelling with extensive gardens on the southern side of the Stockport Road, the A56 which runs through Thelwall and links the main urban areas of Warrington with Lymm to the East. This is a busy arterial route with a 40mph speed limit for

that part which passes the site. A ribbon of development exists on the southern of the road, with housing development of greater density and suburban character to the north.

2.2 The rear southern boundary is shared with the Transpennine Trail cycleway and footpath (National Cycle route 62). The western boundary is shared with a track which links Stockport Road with the TPT, the tow path of the Bridgwater Canal and links to Weaste Lane in the south. The eastern end of the site narrows at a point where the A56 is close to the TPT. A track crosses the site to this side of the providing a private access to a small holding/landscape business operating on land to the south of the TPT.

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2.3 Land to south east, on the southern side of the TPT is currently being developed for a new dwelling under planning permission ref 2018/33359 granted in June 2019.

2.4 Land to the east is part of the curtilage of Barondale Grange and Woodlands Alpaca Farm. This wider site has a lengthy planning history. Most recently planning permission has been secured for a mobile home to serve as an essential farm worker's dwelling. Application ref 2020/37487. This permission was granted on appeal following the decision of the Council to refuse planning permission/ (APP/M0655/W/21/3268173). Notwithstanding justification for the grant of permission based on need, the Inspector noted that impact on openness and the purposes of including the site within the Green Belt were limited.

2.5 In total the site is estimated to cover approximately 0.5ha.

2.6 A Scottish Power pylon is located towards the south western corner of the site, carrying an 11kv power line towards Weaste Lane. The power line is grounded across the rest of the site and crosses beneath Stockport Road. The wire stays to the telegraph pole style pylon, constrain the use of this part of the site.

2.7 The site is heavily landscaped with mature trees and planting largely obscuring the property from public view. A group of trees at the western end of the site is the subject of a 1977 Group Tree Preservation Order no 64.

2.8 There is a single vehicular access to the site onto Stockport Road.

3 Site History

3.1 The site was formerly occupied by a petrol filling station, with various planning applications seeking alternative use,

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culminating in permission for redevelopment with a single dwelling in the late 1970's at the western end of the site. Two subsequent applications have sought planning permission for a second dwelling to the eastern end of the site. Both were refused and the subject of dismissed appeals. Other applications have related to works to protected trees.

Application No	Description of development	Decision	Date of Decision
78/6029	Use of site for car sales	Refused	12/7/1978
78/6036	Use of site as garden centre	Refused	12/7/1978
78/6744	New dwelling	Approved	22/11/1978
79/7727	Workshop office	Withdrawn	14/5/1978

81/12012	New dwelling	Approved	15/7/1981
82/12968	New dwelling	Refused	14/4/1982
Appeal	New dwelling	Dismissed	14/2/1983
82/19644	New dwelling	Refused	4/3/1987
Appeal	New dwelling	Dismissed	8/12/1987
2017/31351	Works to protected trees next to power line	Approved	
2018/3396	Works to protected trees on Stockport Road	Approved	18/4/2018

3.2 The two refused applications and dismissed appeals for a new dwelling relate to the eastern end of the site. The first application and appeal were refused because of policy

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applicable at the time which although not placing the site in green belt did place it in area where development was restricted and to some extent in anticipation of the relocation of the green belt boundary northwards from the canal to Stockport Road. The Planning Inspector agreed that the additional dwelling and access posed an unacceptable risk to highway safety.

3.3 The second 1987 application and appeal proposed a similar development and were refused for similar reasons although by this time the site was established within the green belt.

3.4 It is understood that the existing house on the site has not been substantially altered or extended since it was constructed in the 1980's. There are no conditions attached to the initial outline and detailed permissions which would inhibit development options.

3.5 The site benefits from the full complement of permitted development rights for a domestic dwelling.

4 Green Belt

4.1 The site has not always been in the Green Belt. Designation came with the adoption of the Outer Warrington Local Plan in the mid 1980's and was reaffirmed by the Warrington Unitary Development Plan in 2006 and the Local Plan Core Strategy in 2014.

4.2 The northern boundary of the Green Belt followed Stockport Road and included all land to the south.

4.3 The attached screen shot is taken from the material provided on the Council's website relating to PSV21.



4.4 There is no apparent written deliberation as to the reason for the change of the Green Belt boundary proposed, where land to the south of Stockport Road as far as Pickering's Bridge is now excluded from the Green Belt. It is clearly the case that the allocation of land to the south of the TPT is an influencing factor.

4.5 This approach will however leave 420 Stockport Road as an isolated parcel of land, visually indistinguishable from land to the west, within the Green Belt.

4.6 With exclusion of land to the west, but between Stockport Road and the TPT removed from the Green Belt, land at 420 serves very little purpose as Green Belt land.

4.7 The TPT would provide a robust boundary to the south and the track and bridge across the TPT and the Canal would provide a logical termination to the ribbon of suburban development. See plan attached

4.8 Given the planning history of Barondale Grange it would seem highly likely that consideration will be given to the development of the site currently occupied by the alpaca farm. This would further reinforce the suburban character of land on the south side of Stockport Road.

4.9 420 Stockport Road retains all of its permitted development rights. It would be possible to add extensions and ancillary buildings to the site which would develop space up to the suggested Green Belt boundary.

5 Conclusions

5.1 There is no logic in removing part of the ribbon of development occupying land between Stockport Road and the Transpennine Trail from the Green Belt whilst retaining 420 Stockport Road within it.

5.2 The purpose and function of the Green Belt will not be diminished by the removal of 420 from it.

5.3 The proposals map supporting PSV21 should be modified in line with the plan attached to this representation.