To: Members of the Development Management Committee

Councillors:

Chair – T McCarthy
Deputy Chair – J Richards

B Barr, J Davidson, G Friend, T Higgins, L Hoyle, C Jordan, L Ladbury, L Murphy, F Rashid and G Settle

15 August 2012

Development Management Committee
Thursday, 23 August 2012 at 6.30pm

Council Chamber, Town Hall, Sankey Street, Warrington

Agenda prepared by Louise Murtagh, Democratic Services Officer – Telephone: (01925) 442111, Fax: (01925) 656278, E-mail: lmurtagh@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**

Members are reminded of their responsibility to declare any disclosable pecuniary or non-pecuniary interest (where the matter is not a “sensitive” interest) which they have in any item of business on the agenda no later than when the item is reached.

3. **Minutes**

To confirm the minutes of the meeting held on 2 August 2012 as a correct record.

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


**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.

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

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* A ‘sensitive interest’ is described in the Localism Act 2011 as a member or co-opted member of an authority having an interest, and the nature of the interest being such that the member or co-opted member, and the authority’s monitoring officer, consider that disclosure of the details of the interest could lead to the member or co-opted member, or a person connected with the member or co-opted member, being subject to violence or intimidation.
DEVELOPMENT MANAGEMENT COMMITTEE

2 AUGUST 2012

Present:  Councillor T McCarthy (Chair)
Councillors B Barr, J Davidson, G Friend,
T Higgins, L Hoyle, C Jordan, L Ladbury,
L Murphy, J Richards and G Settle

DM23 Apologies for Absence

An apology for absence was received from Councillor Rashid

DM24 Code of Conduct – Declarations of Interest

<table>
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<tr>
<th>Councillor</th>
<th>Minute</th>
<th>Reason</th>
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<tbody>
<tr>
<td>Councillor B Barr</td>
<td>DM28 and DM29</td>
<td>Clr Barr had previously been a member of the Golden Gates Housing Board.</td>
<td>Clr Barr stood down from the committee and spoke in favour of the application and did not take part in the vote</td>
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<tr>
<td>Councillor J Richards</td>
<td>DM28 and DM29</td>
<td>Clr Richards was a member of the Golden Gates Housing Board.</td>
<td>Clr Richards stood down from the committee and did not take part in the vote</td>
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DM25 Minutes

Resolved,

That the minutes of the meeting held on 12 July 2012 were agreed as a correct record and signed by the Chair.

DM26 Planning Applications

Resolved,

That Pursuant to the Town and Country Planning Act 1990, Planning (Hazardous Substances) Act 1990 the applications for permission to develop land be considered and dealt with in the manner agreed.

DM27 2012/20047 Former HMS Gosling, Lady Lane, Croft, Warrington, WA3 7AY - Proposed demolition of existing buildings and construction of 25 No 4/5 bed houses (with solar panels), access and landscaping (resubmission of 2011/19144).

Resolved,
That consideration of application 2012/20047 be deferred to enable a site visit to take place. The application would be brought before this Committee meeting on 23 August 2012. The site visit would take place on Friday, 17 August 2012.

**DM28 2012/20007 - Bank Park Depot, Kendrick Street, Warrington WA1 1UZ - Proposed demolition of existing building and associated parking and construction of part 2, part 3 storey office building with associated parking, site entrance and landscaping.**

The Executive Director of Environment and Regeneration submitted the above application for approval subject to conditions.

This application had been deferred from the previous meeting of the committee held on 12 July 2012 to enable a site visit to take place.

Representations were heard in respect of the Officer recommendation.

Resolved,

That planning application 2012/20007 be granted conditional planning permission.

**DM29 2012/20011 - Bank Park Depot, Kendrick Street, Warrington WA1 1UZ - Application for conservation area consent for proposed demolition of existing building and associated parking and construction of part 2, part 3 storey office building with associated parking, site entrance and landscaping**

The Executive Director of Environment and Regeneration submitted the above application for approval subject to conditions.

This application had been deferred from the previous meeting of the committee held on 12 July 2012 to enable a site visit to take place.

Representations were heard in respect of the Officer recommendation.

Resolved,

That planning application 2012/20011 be granted conditional planning permission.

**DM30 Exclusion of the Public (including the Press)**

Resolved,

That members of the public (including the press) be excluded from the meeting by reasons of exempt information considered in the course of the following item of business being within Part 1, Schedule 12A to the Local Government Act 1972.
Under section 8.1 of the constitution, the Chair of the Committee, certified that the following item was of such significance that it was of immediate urgency and could not wait until the next ordinary meeting of the committee nor dealt with under any procedure otherwise available under the Constitution due to legal proceedings against the developer.

**DM31 Enforcement Notice Appeal at ADS, Camsley Lane, Lymm**

The Committee received the report of the Executive Director Environment and Regeneration Services in relation to the Enforcement Notice issued to ADS, Camsley Lane, Lymm on 24 February 2012.

Following the issue of the Enforcement Notice the developer had submitted an appeal against the decision of the Council as the Local Planning Authority.

The issues surrounding the enforcement notice and the likely consequences of proceeding with the action were discussed at length by Members, taking into consideration legal advice provided by officers and the barrister employed to represent the Council in the matter.

Following which it was resolved that:

1. The enforcement notice as issued on 24 February 2012 be withdrawn temporarily pending a review of the evidence and further investigation
2. Upon receipt of the evidence the matter be brought back to this Committee and discussed and debated. This meeting would be open to all interested parties.

Signed……………………

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

Thursday 23rd August 2012

Start 18:30

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<thead>
<tr>
<th>Item</th>
<th>Page</th>
<th>App number</th>
<th>App Location/Description</th>
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<tr>
<td>1</td>
<td>2</td>
<td>2012/20047</td>
<td>Former HMS Gosling, Lady Lane, Croft, Warrington, WA3 7AY&lt;br&gt;Proposed demolition of existing buildings and construction of 25 No 4/5 bed houses (with solar panels), access and landscaping (resubmission of 2011/19144).</td>
<td>Approve</td>
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Plans List

Application Number: 2012/20047

Location: Former HMS Gosling, Lady Lane, Croft, Warrington, WA3 7AY

Ward: Culcheth, Glazebury & Croft

Development: Proposed demolition of existing buildings and construction of 25 No 4/5 bed houses (with solar panels), access and landscaping (resubmission of 2011/19144).

Applicant: Elan Real Estate Ltd

Recommendation: Approve subject to Section 106 Agreement

Conditions:
- Standard Time limit - full 3 years
- Accordance with approved plans
- Archaeological work
- Retention of visibility splays
- Surface water regulation
- To achieve Code for Sustainable Homes Level 4
- Land remediation
- Construction/demolition works: Mon-Fri: 08.00 to 18.00; Sats 08.30 to 13.30
- Landscaping to be implemented
- Scheme of tree/hedge protection
- Further bat survey if no start within one year
- No demolition/vegetation removal between 1st March & 31st Aug
- Details of street lighting to be agreed
- Wildlife Protection Plan to be implemented

Reason for referral
This application was deferred at 2nd August meeting of DMC to enable Members to visit the site. Members visited the site on 17th August.

Description & Location
- This proposal is a re-submission of a scheme withdrawn by the applicant in February 2012 (2011/19144)
- A mix of 26, 2-storey, four and five bedroom houses are proposed, with eight double garages
- A green belt site of approx 1.74 ha – set amongst a site comprising approx 8.6 ha site in total – which formed part of the former HMS Gosling camp - abandoned since 1959

- 3 -
• The new build footprint would be 32,230 sq ft – compared to the existing built footprint of 32,977 sq ft
• The remaining floor slabs of the former accommodation blocks extend over a much wider area to the north
• The new development would be confined to the central area - within the internal roadway – which includes the remaining buildings visible on site and two floor slab areas within the inner road - but excludes all the accommodation block slabs outside of that. The open areas comprising grassland and pond within that roadway are retained
• The part of the site where development is proposed is acknowledged to be “brownfield” – with substantial, brick-built remnants of former buildings clearly visible
• The maximum height of the houses would be 9 metres – compared to the maximum height of existing buildings on the site of 11m
• The site is surrounded on three sides by open countryside/farm land – with some dwellings set along the Lady Lane frontage
• A commuted sum - in lieu of on site affordable housing provision - of £240,000 has been agreed with the applicant, via S106 Agreement
• A S106 would also implement a woodland management plan and some on-site interpretation boards
• A contribution of £30k to allow the progression of a scheme of traffic management and on-street car parking improvements in the vicinity of St Lewis Primary School on Mustard Lane has also been agreed for inclusion within a S106
• 6.5 ha of new parkland available to the public at the site is proposed – including a wildflower meadows, a woodland walk and bird, owl & bat boxes
• There are ponds on the site which would be incorporated into the scheme
• The single, disused former access to the camp from Lady Lane would be developed as the sole vehicular and pedestrian access to the site
• A public footpath runs to the south of the site

Relevant History
An application for the conversion of existing buildings on the site was withdrawn in June 2007 (2007/10544).

This proposal is a re-submission of a scheme withdrawn by the applicant in February 2012 (2011/19144)

Main Issues and Constraints
Green Belt
Housing Land Supply/Policy
Nature Conservation/Trees
Flood Risk
Highway matters

Key policy/guidance checklist
The National Planning Policy Framework

Supplementary Planning Guidance/Documents:
Managing the Housing Supply
## Affordable Housing
### Design & Construction

### Adopted Warrington UDP policies:

| GRN1 | Green Belt | The proposed re-use of existing degraded land/buildings; improvements to public access through the site & to habitats are all generally supported – and matters of principle are addressed in Appendix 1 below.

The new houses would extend beyond the footprint of the main derelict buildings on site – but would be well confined within former roadways on site and within areas where the slabs of other former buildings which previously occupied the site – notably to the north - remain.

It is considered that the proposal would not conflict with the purposes of including land within green belt (as set out in paragraph 80 of NPPF). It is also concluded that, overall, the development would not have a greater impact on the openness of the green belt than the existing development on the site. The tallest existing buildings on the site are significantly taller than the proposed houses and this adds to the conclusion that the overall impact of the scheme would not seriously or significantly impact on green belt and would arguably improve openness by reducing building heights from that of the existing.

It is accepted that the existing buildings on site are not realistically capable of re-use – and would not viably adapt to residential use. The proposed development would be well contained within established boundaries of the former camp - although physically detached and separated from other built development in Croft and along Lady Lane itself.

| HOU1; HOU2 | Housing Land Supply/Policy | A financial contribution of £240k towards the provision of off-site affordable housing has been agreed – and it is considered overall that the potential benefits of the scheme justify a departure from the strategic approach to the management of the Borough’s housing supply – as set out in adopted SPD. Detailed policy advice is set out in Appendix 1 below.

| GRN22 | Nature Conservation/Trees | Extensive planting and tree management measures are proposed in order to enhance and manage the site in the wider landscape and as a setting for the new housing development. The effort to balance the need to prevent a very formalised – or “surburbanised” – setting with the objective of creating new, publicly accessible areas of woodland and meadows is acknowledged.

Habitat creation and enhancement measures are also acceptable subject to conditions.

| REP4; REP5; REP6 | Flood Risk | The Environment Agency have confirmed no objection subject to condition.

| DCS1; GRN2 | Details of design, layout | The detailed design of the proposed houses, and the proposed layout is considered acceptable. |
Responses to consultation (Full details on file)

Planning Policy
No objection subject to a financial contribution of £240k in lieu of the on site provision of affordable housing (Appendix 1).

Highways
No objection, subject to conditions and subject to a financial contribution to provide £30k towards improvements to the local transport network within 1km of the site (Appendix 2).

Environmental Protection
No objection, subject to conditions.

Nature Conservation
No objection, subject to condition.

Tree Officer
No objection, subject to condition.

Archaeology
No objection, subject to condition.

Environment Agency
No objection, subject to conditions.

United Utilities
No objection, subject to conditions.

Croft Parish Council
Object:
- The site is in the Green Belt and the proposed development is contrary to the Borough Council's LDF. There are several Brownfield Sites in the Borough for such development
- The site is of historical interest to English Heritage as the only surviving war time training camp in the area
- There is no requirement for more houses in Croft. There are many houses for sale in the village and many have been on the market for several years
- There are no sewage or gas supplies to the site and no plans by the developers to improve the existing services, but to join the existing failing infrastructure
- The development would generate a significant increase in traffic creating road safety hazards. The Police, Borough Council and Parish Council have been trying for some time to remedy the problem of vehicles outside St Lewis' School
• The site has remained unused for 40 years and is the home to an interesting wildlife community. It has also been used by residents for over 20 years and therefore could qualify for village green and common land status
• There are no plans for improving the access to the site which would make this a dangerous junction in a narrow rural lane
• The removal of trees is in contravention of DEFRA campaign ‘The Big Tree Plant’
• The proposals would result in increased, noise, air and light pollution, a significant increase in flooding in Lady Lane and significant disruption and safety risks to the area during the development

Comment:
• The acceptability of the site for housing is set out in detail in Planning Policy advice below in Appendix 1
• English Heritage have confirmed that there are no heritage assets affected by the proposal which would their comment
• There is no objection from any of the relevant specialists consulted in relation to the parish council’s grounds of objection

Councillor Vobe
Objects:
• proposal gives little thought to the surrounding area;
• proposed type of dwelling are not in keeping with surrounding community, nor are they the type of houses Warrington needs
• no affordable properties are proposed
• would be a considerable impact on surrounding residents
• applicant has told residents that the prospect of a “barrier” between new and existing houses would be removed - and the impact on existing properties would be increased – if residents object in strong terms again. This is unacceptable and distasteful
• strength of feeling against previous scheme shows how unwelcome this is
• impact on green belt and on heritage of the village, by this enormous intrusion

Comment:
• In line with the policy approach, a contribution of £240,000 has been secured towards the provision of affordable housing off site
• It is considered that the proposal would not conflict with the purposes of including land within green belt (as set out in paragraph 80 of NPPF) – and would be appropriate
• Although the proposed built form would exceed the footprint of the existing main buildings on the site, it would be significantly lower – and well within the confines of the remaining foundation slabs of previously removed buildings

Responses to Notification (Full details on file)

Neighbours
36 letters/Emails of objection:
• green belt
• no plan for a mix of housing
• does not meet needs of Croft
• should include starter homes
• insufficient road infrastructure
• increased traffic; conflict with horses
• houses not needed – lots of houses for sale in Croft already
- need to protect green belt, fields and pastures
- loss of valuable wildlife area which provides leisure
- Croft has lost post office and general store already
- heavy construction traffic and machinery
- conflict with school traffic
- unsustainable – too car dependent; not appropriate outside a settlement
- prohibitive impact on school places, leisure facilities and infrastructure
- would alter landscape
- brownfield sites available elsewhere
- site is of interest to English Heritage
- insufficient gas/sewerage infrastructure
- loss of trees
- inadequate/dangerous access
- potential for village green and common land status
- noise, air and light pollution
- increase in local road flooding

Comment:
- There is a recognised shortage of new homes nationally and the Government have made clear that development which is 'sustainable' must be approved
- Whilst there may be existing properties for sale in the area, this is not a valid reason to refuse a proposal for new homes - housing targets and the number of new homes needed have already taken into account the re-sale and re-let of existing properties
- English Heritage have confirmed that there are no heritage assets affected by the proposal which would their comment
- There is no objection from any of the relevant specialists consulted in relation to neighbour’s grounds of objection

In addition, 162 objection forms, signed by 286 Croft residents have been submitted.

Conclusions and reasons for recommendation/decision
It is considered that the potential benefits of the scheme justifies a departure from the strategic approach to the management of housing supply – as set out in adopted SPD.

Several potential benefits flow from the proposals – such as the potential to re-use a partly degraded/derelict site; the potential to improve and manage the site’s tree cover, and to increase public accessibility and enjoyment of it. There is also potential to provide footway links along Lady Lane to encourage new residents to walk to and from St Lewis’s school.

It is considered that the proposed development would be appropriate in green belt and that it would not impact harmfully on the openness of green belt in accordance with policy GRN1 of the adopted Warrington UDP and with the provisions of NPPF insofar as green belt is concerned.
Appendix 1 – Advice from WBC Planning Policy

The proposal constitutes a re-submission of a formal application which was not previously supported from a planning policy perspective. However, in the interim period which has elapsed between the determination of the original refusal and this resubmission, the policy context within which the proposal is to be assessed has changed significantly.

I would therefore ask that you discard any previous comments as no longer relevant and instead note the comments provided within this memorandum. These comments have once again been structured around what are considered to be the key issues from a planning policy perspective. These include:

- clarifying the Development Plan against which the proposal is to be assessed;
- the appropriateness of the proposal within the Green Belt;
- whether from a housing land supply perspective the proposal fits with the Council’s strategy; and
- whether the proposal includes a satisfactory level and approach to the delivery of affordable housing provision.

The Development Plan:

The National Planning Policy Framework (NPPF) came into effect on 27th March 2012 and introduced new transitional arrangements for development plans. Paragraph 215 of the NPPF is the most relevant in clarifying the status of existing (Unitary Development Plan) policies within Warrington because Warrington’s policies do not automatically benefit from the provisions set out in paragraph 214 of the NPPF.

Paragraph 215 of the NPPF states that due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework [the NPPF]. It further states that the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given i.e. the determining factor as to how much weight can be attributed to any of Warrington’s existing policies is therefore the degree of conformity between that policy and the NPPF.

The NPPF also importantly identifies at paragraph 216 with regards to emerging Development Plans that:

From the day of publication, decision-takers may also give weight relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The provisions of paragraph 216 are particularly pertinent in Warrington given the Council published their emerging Local Plan Core Strategy for formal ‘publication’ consultation on 21st May 2012. There have been no significant objections to the policy approaches (relevant to this application) within the plan in previous periods of consultation and hence the Local Plan Core Strategy is considered to constitute a significant material consideration in the determination of planning applications from this point forward. A formal statement which confirms the exact weighting to be attached to policies will be issued by the Council post the 6th July when the latest period of formal consultation has closed.

In conclusion the NPPF and policies of relevance within the emerging Local Plan Core Strategy are considered to constitute the most appropriate framework against which this proposal should be assessed.

Green Belt
The site proposes to erect new buildings within the Green Belt, national guidance on which is now set out in the NPPF. The NPPF makes clear that unless the erection of new buildings relates to one of a number of prescribed exceptions, such development is inappropriate within the Green Belt and by virtue of its definition harmful. At the local level the emerging Local Plan Core Strategy has sought to avoid unnecessarily repeating national guidance and there is no local justification to warrant a departure from national guidance on Green Belt matters. With regards to UDP Policy GRN1 it must be noted that this policy predates the NPPF and does not therefore afford due regard to all necessary matters. As such the NPPF evidently constitutes the framework against which the proposal should be determined from a Green Belt perspective.

Paragraph 89 of the NPPF states that “A local planning authority should regard the construction of new buildings as inappropriate in Green Belt”. It proceeds to sate however that exceptions to this include

“limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.”

The site subject to the application is considered to constitute previously developed land and by virtue of the fact that substantive and permanent built structures remain, would appear capable of benefiting from redevelopment. The NPPF makes clear that providing such redevelopment would not have “a greater impact on openness of the Green Belt” or on “the purposes of including land within it than the existing development” then it should be regarded as ‘appropriate’.
With regards to the latter of these considerations I concur with the applicant that the proposal would not conflict with the purposes of including land within the Green Belt as prescribed at paragraph 80 of the NPPF. **If it is also concluded that the development would not exert a greater impact on the openness of the Green Belt, then the proposal should be regarded as ‘appropriate’ development the principle of which would be acceptable from a planning policy perspective.**

**Housing Land Supply**

Policy SN1 of the Council’s emerging Local Plan Core Strategy sets out the Council’s approach to managing the distribution and nature of new housing. This approach is inherently more pro-growth and therefore less restrictive than the existing UDP approach in order to ensure compliance with the NPPF but also to respond to evidenced local circumstances.

Policy SN1 identifies that:

“Within the Green Belt, outside any of the borough’s defined settlements, new housing will only be approved where the proposal accords with relevant national policy”.

I am satisfied that the proposal accords with Green Belt policies of relevance and that whilst out with the defined settlement of Croft is sufficiently linked to and in close enough proximity so as to not constitute isolated new dwellings within the countryside. **As such the principle of the proposal from a housing land perspective is considered acceptable.**

If the proposal was to be assessed against UDP Policies HOU1, HOU2 and the Managing the Housing Supply SPD I do not consider that the same conclusions as last time would be reached. This owes to the introduction of the NPPF rendering the legitimacy of the element of this policy approach, which seeks to withhold the release of sites unless it can be demonstrated that a delay in developing the site would prejudice its successful future redevelopment, into doubt. Whilst the need to ensure regeneration efforts are not undermined remains a valid objective, this approach is also enshrined in the emerging Local Plan Core Strategy Policy SN1 and has therefore been taken into account in my aforementioned reasoning.

**Affordable Housing**

Policy SN2 of the Council’s emerging Local Plan Core Strategy identifies that the Council will require schemes which are located out with of Inner Warrington, and of 15 or more dwellings, to make 30% of the total number of units available as ‘affordable’ provision – a requirement which would apply to this proposal. This requirement is in excess of the 20% required by existing UDP Policy HOU15 and the accompanying affordable housing provision Supplementary Planning Document.

On this occasion agreement was reached in pre-application discussions between the applicant and the Council that owing to the scale and location of the proposed
development a commuted sum in lieu of onsite provision would be acceptable. Subsequent negotiations have agreed that a sum of £240,000 would be required to ensure compliance with the objectives of policy SN2. **Providing the amount of £240,000 is appropriately secured from any planning approval then there would be no objections to the proposal from an affordable housing perspective.**

**Conclusions:**
In conclusion it is considered appropriate to assess the proposal against the NPPF and policies within the Council’s emerging Local Plan Core Strategy. By way of reference to policies of relevance the proposal is considered to be acceptable in principle subject to:

- it being concluded that the site would not exert a greater impact on the openness of the Green Belt; and £240,000 being secured as a commuted sum in lieu of onsite affordable housing provision.

**Appendix 2 – Advice from WBC Highways**

1. **Proposed Site Access**
   Proposed site access plan, drawing number J124/access/Fig1A has been reviewed. This seeks to amend the existing disused priority junction with Lady Lane that currently serves the site. As previously advised by WBC Highways, visibility splays of 2.4 x 70m in each direction on Lady Lane are now proposed.

   The applicant’s vehicle speed survey of Lady Lane (included within the Transport Statement supporting the application) identifies that 85th percentile speeds of 38.5mph and 40.1mph have been recorded in north and southbound directions on Lady Lane in the vicinity of the proposed site access.

   However, the proposed visibility splays of 2.4m x 70m are sufficient to ensure satisfactory driver visibility even allowing for some vehicles to exceed the speed limit in this location as identified by the applicant.

   Also, as detailed on proposed site plan LL-PL-001 Rev T, 30m of new footway on Lady Lane to the south of the site access is now proposed. Footway provision in this location should benefit pedestrians crossing Lady Lane, whilst also ensuring that visibility splays to the south of the access are not impaired by overgrown vegetation. Additionally, provision is also made for informal pedestrian crossing of the site access and Lady Lane with the proposed access design.

   The proposed site access arrangements are therefore acceptable.

2. **Proposed Site Plan**

2.1 **Proposed Site Layout**
   Proposed site plan LL-PL-001 Rev T seeks to provide 25 dwellings to be served via an adoptable access road of 5.5m width. On the access road, adoptable turning heads are to be provided at the entrance to 2 cul-de-sacs which would be private drives serving no more than 5 dwellings. The proposed central cul-de-sac is
designed to adoptable standards, thus allowing for refuse vehicles to gain access to properties directly.

The proposed site plan also includes a continuous 2m wide footway on the northern side of the access road serving the site, with similar provision along the first 60m of the southern side of the access road. These will ensure that pedestrians have adequate footway provision between the site and Lady Lane.

The proposed site layout is therefore considered to be acceptable.

2.2 Proposed Parking Provision
The application proposes to erect 25 dwellings, which will be served by 45 car parking spaces. This is slightly above the Council’s standard for C3 dwelling houses which advises that “in general car parking will be limited on average to no more than 1.5 spaces within developments”. However, this provision falls below the general maximum standard for individual residential dwellings of 2 spaces per dwelling.

The proposed parking provision can therefore be accepted.

2.3 Refuse Servicing
Given that the proposed site plan now offers 3 adoptable turning heads, and the provision of bin storage points close to properties, it can be concluded that adequate provision for servicing and refuse collection has now been made.

3. Anticipated Traffic Impact
The Transport Statement in support of the application states that the proposed development is likely to result in an additional 6 arrivals and 14 departures in the AM peak hour, and 13 arrivals and 9 departures in the PM peak hour.

The Transport Statement goes on to note that recorded two way traffic flows on Lady Lane in the AM peak hour are in the region of approximately 100 vehicles, with the highway having a carrying capacity of approximately 900 vehicles per hour.

The proposed development would therefore be likely to increase two way traffic flows on Lady Lane from approximately 100 to 120 vehicles in the AM peak hour, resulting in traffic flows rising from 11 to 13% of the theoretical capacity of the road.

4. Access Via Non Car Modes

4.1 Walking
A continuous footway leading north to Mustard Lane exists on the west side of Lady Lane. On the east side of Lady Lane, this footway provision is discontinuous.

It is noted that the available footway on the west side of Lady Lane measures approximately 1m width for much of its length. However, a review of the Council’s Highways Adoption records has confirmed that the width of the adopted footway actually varies between 1m and 2.2m width along the route.

There may therefore be scope to widen out the footway on the west side of Lady Lane by ensuring that overgrown hedge widths are reduced, and available footway
widths are maximised. This is recommended, especially given that the footway along the west side of Lady Lane provides access to a local primary school.

To the south of the proposed development site, heading towards the junction of Lady Lane with New Lane / Cross Lane, footway provision continues on the west side of the carriageway for a limited length, before terminating.

In view of the above, it can be concluded that pedestrian accessibility to the site is less than ideal. However, as there is an available footway on Lady Lane connecting the site with public transport services and a primary school on Mustard Lane, it is not considered that a highways objection could be sustained on this basis.

4.2 Public Transport
To the north of the proposed site entrance on Lady Lane are two recognised high school bus stops which at present lack sufficient footway width to accommodate a waiting / boarding area for children. The proposed residential development may result in demand for these stopping points increasing.

Consultations with the Council’s Public Transport team have confirmed that they would wish to see provision of appropriate footway widths in the vicinity of the proposed site entrance in order to provide appropriate passenger waiting areas at these pick up / drop off points.

This should be achieved with provision of the proposed 2m wide footway on Lady Lane to the south of the site access, and via the removal of overgrown vegetation from the footway on the west side of Lady Lane, as recommended above.

In terms of general bus services, the nearest available to the site can be accessed via bus stops on Mustard Lane, approximately 400m from the site entrance, from where half hourly services between Leigh and Warrington are available.

The nationally recognised maximum recommended walking distance to bus stops is 400m. However, it is noted that in this instance the actual walking distance is likely to be 600 – 650m for the majority of properties on the site.

Although the distance between the proposed development site and bus stops is above the maximum recommended walking distance of 400m, it should also be noted that these services would be able to be reached on foot within approximately 6 minutes from the proposed dwellings.

5. Supplementary Planning Document
The Council’s Supplementary Planning Document “Planning Obligations” (approved by the Executive Board on the 17th September 2007) has been considered in relation to the proposed development. The SPD attached a cost of £413 per additional daily trip generated by the development, in order to mitigate the transport impact of the proposals.

Interrogation of the TRICS trip rate database suggests a daily trip rate of 5.320 trips per dwelling. Applying this daily trip rate to the proposed development of 25 dwellings results in the following SPD calculation:
25 (no of dwellings) \times 5.320 (daily trip rate per dwelling) \times £413 (cost per daily trip) = £54,929

In respect of this issue, the applicant has offered a financial contribution of £30,000 to allow the Local Highway Authority to progress a scheme of traffic management and on street car parking improvements in the vicinity of St Lewis Primary School on Mustard Lane.

The above financial contribution is therefore welcomed.

6. Summary and Conclusions

In view of the above, no highways objections are raised in respect of the proposed development, subject to a S106 agreement securing payment of £30,000 towards improvements to the local transport network within 1km of the site.

Should planning permission be granted we would also request attachment of the following planning condition:

“Prior to first occupation of the dwellings, visibility splays of 2.4m \times 70m, as shown on drawing number J124/access/Fig1A, shall be provided in both directions on Lady Lane, and shall be retained thereafter with nothing being erected or allowed to grow above a height of 0.6m within the splays unless otherwise agreed in writing with the Local Planning Authority.”

Additionally, the following informative is also offered:

“In order to construct the proposed site access roads to a standard capable of future adoption, the applicant will need to enter into a S.38 agreement with the Council. To action, the applicant is advised to contact Chris Bluck, the Council’s Highways Adoption Engineer on 01925 442688.”