To: Members of the Development Management Committee

Councillors: Chair – T McCarthy
Deputy Chair – Vacancy
P Carey, F Rashid, L Morgan, B Barr,
J Wheeler, S Woodyatt, D Keane and
S Wright.

17 May 2016

Development Management Committee

Wednesday, 25 May 2016 at 6.30pm

The Council Chamber, Town Hall, Sankey Street, Warrington

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

AGENDA

Part 1

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

Item 1. Apologies for Absence

To record any apologies received.

2. Code of Conduct - Declarations of Interest
   Relevant Authorities (Disclosable Pecuniary Interests)
   Regulations 2012

Members are reminded of their responsibility to declare any disclosable pecuniary or non-pecuniary interest which they have in any item of business on the agenda no later than when the item is reached.
3. Minutes

To confirm the minutes of the meetings held on 27 and 28 April 2016 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.

Nil

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

27 April 2016

Present: Councillor T McCarthy (Chairman)
Councillors B Barr, P Carey, A Heaver, D Keane,
L Morgan, L Murphy, J Wheeler, S Woodyatt, F Rashid and S Wright

DM160 Apologies for Absence

Apologies for absence were received from Councillor J Richards.

DM161 Code of Conduct – Declarations of Interest

There were no declarations of interest received.

DM162 Minutes

Resolved,

That the minutes of the meeting held on 6 April 2016 were agreed as a correct record and signed by the Chairman.

DM163 Planning Applications

Resolved,

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

DM164 2015/27123 - Land Within Warrington Town Centre Bounded By, Academy Street, Academy Way, And Bank Street, Warrington - Full Planning (Major) - Proposed demolition of all existing on-site buildings and structures: proposed construction of a leisure and restaurant block building, comprising of a cinema (D2): ground floor units and mezzanine space for use for retail (Class A1), financial and profession services (Class A2) and restaurants/cafes (Class A3): together with Landscaping and public realm improvements: outdoor seating areas: public car parking: new vehicular access roads and servicing areas; and other associated works

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

Members considered the information as set out in the update report.

Resolved,
That application 2015/27123 be approved as per the officer recommendation, subject to conditions as set out in the officer update report and an additional informative to require exploration of the potential for greater use of photovoltaics as part of future design stages.

**DM165 2015/27159 - Land within Warrington Town Centre Bounded by, Academy Street, Academy Way, Bank Street, Moulders Lane, Bridge street, Union Street Horrocks Lane, Warrington - Reserved Matters (Major) - Proposed approval for Landscaping and public realm works associated with the redevelopment proposals for the Bridge Street Quarter area, including the creation of a new public square together with new hardworks, soft works, lighting, planting ad street furniture following previously approved application 2014/24473**

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

Members considered the information as set out in the update report.

Resolved,

That application 2015/27159 be approved as per the officer recommendation, subject to conditions as set out in the officer update report and an additional informative to require exploration of the potential for greater use of photovoltaics as part of future design stages.

**DM166 2015/27175 - Land within Warrington Town Centre located to the north of Academy Way, to the east of Bridge Street and to the south of Dolmans Lane, Within the Bridge Street Quarter Development - Full Planning (Major) – Proposed Bridge Street Quarter market building; Demolition of the Grade 2 listed Building (45 Bridge Street & 39-43 Bridge Street) with the structural retention of the Bridge Street front Facade and its incorporation into the construction of a permanent market building as part of the Bridge Street Quarter development for use for retail (Class A1); together with the reinstatement of original features to the front facade, including lost chimney stacks and dormer windows at roof level and the reinstatement of the lion statues and blocked second floor windows. associated landscaping and public realm improvements; a servicing area; and other associated works**

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

Members considered the information as set out in the update report.

Resolved,
That application 2015/27175 be approved as per the officer recommendation, subject to conditions as set out in the officer update report and an additional informative to require exploration of the potential for greater use of photovoltaics as part of future design stages.

DM167 2015/27183 - Land within Warrington Town Centre, Bounded by 51 - 73 Bridge Street, Academy Way and Bank Street - Full Planning (Major) - Proposed New Council Offices. Demolition of all existing on-site buildings and structures; the construction of a four-storey Class B1 Council Office building as part of the Bridge Street Quarter development; together with landscaping and public realm improvements, servicing and other associated works.

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

Members considered the information as set out in the update report.

Resolved,

That application 2015/27183 be approved as per the officer recommendation, subject to conditions as set out in the officer update report and an additional informative to require exploration of the potential for greater use of photovoltaics as part of future design stages.

DM168 2015/27200 - Land within Warrington Town Centre located to the north of Academy Way, to the east of Bridge Street and to the south of Dolmans Lane, Within the Bridge Street Quarter Development - Listed Building Consent – Proposed Bridge Street Quarter market building; Demolition of the Grade 2 listed Building (45 Bridge Street & 39-43 Bridge Street) with the structural retention of the Bridge Street front Facade and its incorporation into the construction of a permanent market building as part of the Bridge Street Quarter development for use for retail (Class A1); together with the reinstatement of original features to the front facade, including lost chimney stacks and dormer windows at roof level and the reinstatement of the lion statues and blocked second floor windows. associated landscaping and public realm improvements; a servicing area; and other associated works.

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

Members considered the information as set out in the update report.

Resolved,
Agenda Item 3

That application 2015/27200 be approved as per the officer recommendation, and subject to conditions as set out in the officer update report.

DM169 Planning Appeal Decisions for period between 7 March and 8 April 2016

Members were presented with a report of the Executive Director of Economic Regeneration, Growth and Environment that set out the result of recent appeals along with the Inspector’s findings and the Executive Director’s subsequent comment.

<table>
<thead>
<tr>
<th>Application Appeal Reference</th>
<th>Location and Description</th>
<th>Committee / Delegated Decision</th>
<th>Appeal Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>APP/M0655/D/16/3145059</td>
<td>15 Knightsbridge Avenue, Grappenhall, Warrington, Cheshire, WA4 2QR</td>
<td>Refused</td>
<td>Dismissed</td>
</tr>
</tbody>
</table>

Members were also presented with information regarding the quarter 4 performance report and end of year performance report.

Resolved,

That the report be noted.

Signed………………………

Dated ………………………
DEVELOPMENT MANAGEMENT COMMITTEE

28 April 2016

Present: Councillor T McCarthy (Chairman)
Councillors B Barr, P Carey, A Heaver,
L Murphy, J Wheeler, S Woodyatt, S Wright
S Parish (Substituted for F Rashid)

DM170 Apologies for Absence

Apologies were received from Councillor F Rashid, L Morgan and J Richards.

DM171 Code of Conduct – Declarations of Interest

<table>
<thead>
<tr>
<th>Councillor</th>
<th>Minute</th>
<th>Reason</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cllr B Barr</td>
<td>DM 174</td>
<td>Cllr Barr was a local ward Member but had no discussions or involvement with the application.</td>
<td>Cllr Barr remained in the meeting and took part in the discussion and vote</td>
</tr>
<tr>
<td>Cllr S Parish</td>
<td>DM 175</td>
<td>Cllr Parish had been in discussions with local residents.</td>
<td>Cllr Parish stood down from the meeting, spoke against the application and took no part in the discussion and vote</td>
</tr>
</tbody>
</table>

DM172 Planning Applications

Resolved,

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

DM173 2016/27363 - 2A, Birchall Avenue, Culcheth and Glazebury, Warrington, WA3 4DG - Proposed boundary treatment

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

Members visited the site on 22 April 2016.

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

Resolved,
That application 2016/27363 be deferred to allow further discussions with the applicant.

**DM174 2015/26642 - Willowpool Nurseries and Garden Centre, Burford Lane, Lymm, Warrington, WA13 0SH - Proposed construction of 14 Park Homes along with associated parking, landscaping and access**

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

Members visited the site on 22 April 2016.

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

Resolved,

That application 2015/26642 be approved as per the officer recommendation.

**DM175 2015/27007 - Site of former Bridge Inn and Elm Tree Public House, Land off Phipps Lane, Burtonwood, Warrington - Outline application for up to 18 residential units and associated infrastructure with all matters reserved except for access**

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

Members visited the site on 22 April 2016.

Members considered the information as set out in the update report.

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

Resolved,

That application 2015/27007 be approved as per the officer recommendation, subject to conditions as amended by those changes in the officers written update report.

**DM176 2016/27213 - Land at Junction of Thewlis Street & Old Liverpool Road, Warrington, WA5 1AJ - Proposed variation to Condition 2 (Approved Plans) to increase the store footprint with changes to highways plans including parking allocations from original planning application 2014/24841**

The Executive Director of Economic Regeneration, Growth and Environment submitted the above application with a recommendation of approval subject to conditions.
Representations were heard in support of the officer recommendation.

Resolved,

That application 2016/27213 be approved subject to conditions as per the officer recommendation.

DM176 2016/27298 - 119a, Orange Grove, Poulton-With-Fearnhead, Warrington, WA2 0DS - Proposed change of use from office use B1 to Private nursery facility D1

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

Representations were heard in support of the officer recommendation.

Resolved,

That application 2016/27298 be approved subject to conditions as per the officer recommendation.

DM177 2016/27565 - Culcheth Scout Centre, Jackson Avenue, Culcheth and Glazebury, Warrington, WA3 4EJ - Proposed erection of paladin style security fence with gated access to rear car park of scout centre

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

Resolved,

That application 2016/27565 be approved subject to conditions as per the officer recommendation.

DM178 2016/27571 - Callands Primary School, Callands Road, Burtonwood and Westbrook, Warrington, WA5 9RJ - Proposed demolition of 3 No. existing mobile buildings to allow a new build 2No. reception classroom building, Internal alterations to reposition the existing ICT classroom to the external elevation forming a new internal corridor, with alterations to the existing main school kitchen to form new access and a new build store room off the main hall to accommodate the dining tables.

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

Resolved,
That application 2016/27571 be approved subject to conditions as per the officer recommendation.

DM179 2016/27840 - Land Adjacent to Dallam Playing Fields and St Marks Church, Longshaw Street, Bewsey and Whitecross, Warrington, WA5 0DY - Proposed Bewsey and Dallam Hub building comprising new three storey building to provide fitness, leisure, community wellbeing facilities including a Learner and Therapy Pool and Smart Library services; new car park, associated lighting and landscaping.

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

Resolved,

That application 2016/27840 be approved subject to conditions as per the officer recommendation.

Signed………………………

Dated ..…………………
<table>
<thead>
<tr>
<th>Item</th>
<th>Page</th>
<th>App number</th>
<th>App Location/Description</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>2015/26469</td>
<td>Zones 3 to 6, Omega South, Warrington Outline Planning (Major) - Outline Planning Application for the creation of up to 1100 residential units and mixed-use zone to include retail/food and drink uses (Use Classes A1; A2; A3; A4 and A5), Hotel (Use Class C1), Extra Care Facility (Use Class C2) and Non-Residential Institution (Use Class D1) with associated access, parking, landscape and infrastructure proposals (all other detailed matters are reserved for later approval). (The application is accompanied by an Environmental Impact Assessment)</td>
<td>Approve</td>
</tr>
<tr>
<td>2</td>
<td>53</td>
<td>2016/27313</td>
<td>Land bounded by Omega Boulevard &amp; Lingley Green Avenue, (Eastern Section of Lingley Mere Business Park), Great Sankey, Warrington Outline Planning - Application for Outline Planning Permission With Some Matters Reserved for proposed demolition of all existing on site buildings and structures and redevelopment to provide up to 275 Class C3 residential units, together with associated landscaping, open space and supporting infrastructure, including the creation of a new vehicular access road into Lingley Mere Business Park. All matters reserved for future approval except access.</td>
<td>Approve</td>
</tr>
</tbody>
</table>
Application Number: 2015/26469
Location: Zones 3 to 6, Omega South, Warrington
Ward: Whittle Hall, Westbrook
Development Outline Planning (Major) - Outline Planning Application for the creation of up to 1100 residential units and mixed-use zone to include retail/food and drink uses (Use Classes A1; A2; A3; A4 and A5), Hotel (Use Class C1), Extra Care Facility (Use Class C2) and Non-Residential Institution (Use Class D1) with associated access, parking, landscape and infrastructure proposals (all other detailed matters are reserved for later approval). (The application is accompanied by an Environmental Impact Assessment)
Date Registered: 02-Sep-2015
Applicant: Omega Warrington Limited
8/13/16 Week Expiry Date: 22-Dec-2015

Executive Summary
The proposal is an outline application for up to 1,100 new homes together with a new local centre – comprising local shops, a medical centre, hotel, a residential care home for elderly people and other supporting local uses.

The application site forms part of the wider Omega and Lingley Mere Strategic Proposal site in the Local Plan Core Strategy, as shown in the plan below. Large scale logistics and distribution employment development has been completed within the northern part of the Strategic Proposal site, to the north of the M62. Large scale distribution and manufacturing employment development is also progressing south of the M62, to the north of the application site, together with a major new green park and future business park. The south western part of the strategic proposal site comprises the existing Lingley Mere office development with an outline application submitted for up to 275 new homes on the land adjacent to the south western boundary of the application site.
The Strategic Proposal is in effect an urban extension to west Warrington. It is important to consider the application on its own merits but also in this wider context in order to ensure that a sustainable balance of new homes, jobs, local services and supporting infrastructure is delivered.

It is considered that the application makes a vital contribution in this respect,
in particular through provision of

- Up to 1,100 new homes to contribute to Warrington’s housing needs, including 20% Starter Homes;
- A new local centre, providing local shops, services and a medical centre, to serve the new homes on the application site, the new homes and jobs in the wider Strategic Proposal site as well as existing residents in west Warrington;
- A £5.7m contribution towards the costs of delivering the new Barrow Hall Lane primary school, located immediately adjacent to the application site;
- A £1.25m contribution to the planned works to upgrade Junction 8 of the M62 to serve the Strategic Proposal Site and wider west Warrington area;
- The delivery of a series of local highways improvements to mitigate the new vehicular trips generated by the development and improve the wider local highway network in west Warrington; and
- The provision of a new care home to help meet the needs of an aging population.

The proposal is based on a Masterplan for Omega South, agreed at the Council’s Executive Board in January 2014 as a foundation to progress more detailed development proposals, incorporating a broader range of uses to complement committed employment development.

Whilst the Local Plan Core Strategy is no longer explicit about the development of new homes within the Strategic Proposal site following the 2015 High Court ruling, the application will not compromise the delivery of the Local Plan’s employment land target. In the absence of a housing target and demonstrable 5 year housing land supply, the National Planning Policy Framework makes is clear that there should be a presumption in favour of sustainable development.

Considered in isolation, the application does not fully accord with the policy requirements of the Local Plan Core Strategy in terms of affordable provision and other planning obligations. Officers have undertaken a comprehensive review of the applicant’s viability appraisal which has confirmed that the application is making the maximum viable contribution, taking into account the significant infrastructure costs that have been incurred in facilitating the development of the wider Strategic Proposal site.

It is also important to consider that just as the application site provides benefits to the wider Strategic Proposal Site and west Warrington area, other elements of the Strategic Proposal Site provide benefits to the application site. In particular, the residents of the new development will benefit from easy pedestrian and cycle access to the major new park, to a wide range of local job opportunities and the upgrades to the local transportation network that have already been delivered – for example the new Skyline Drive.

Officers have also ensured that the planning obligation package recommended to be secured through this application has been coordinated.
with and is complementary to that of the Lingley Mere application. The proposed Lingley Mere planning obligations will contribute further to provision of school places, to further improvements to the local and strategic highway network and to the provision of enhanced sports facilities at the Great Sankey hub.

In conclusion, the application is considered to make an important contribution in meeting Warrington’s strategic development needs and to ensuring the overall sustainability of the Omega and Lingley Mere Strategic Proposal site, to the benefit of the existing and future residential and working populations of west Warrington.

Members are therefore recommended to approve the application.

Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:- Article 8 - The right to respect for private and family life, home and correspondence. Article 1 of Protocol 1 - The right of peaceful enjoyment of possessions and protection of property.

Reason for Referral to Committee

The proposal is for development which does not accord with Development Plan for Warrington and is recommended for approval. It is also considered expedient and appropriate to refer the matter by reason of the significant scale of the proposal.

Site and Proposal

This is an outline application – with details of access to be determined now. The proposals show the general extent and availability of areas for landscaping – although the detailed treatment of landscaping is a reserved matter. The general proposed extent and distribution of land in the each of the proposed uses is also shown for illustrative purposes. Also shown for illustrative purposes are suggested layouts, building heights and building densities for each of the phases and sub-phases. There is acknowledged to be very little certainty over the detailed final form of the proposed development at this point in time. This is because the applicant will seek to put Zone 6 on the open market should outline permission be forthcoming. This would be with the intention that individual volume housebuilders will then put forward their own detailed schemes. At this stage, the applicant is seeking an outline permission which is as “open” and consequently as flexible as possible – in terms of details of layout, landscaping et cetera.

The granting of outline permission as proposed would enable development on the final, unconsented parts of Omega South. The mixed use area would
cover Zones 3 to 5 – with the residential on Zone 6 and its seven sub-phases. The approved primary school now under construction is also within Zone 6.

Relevant Planning History

The site is part of Omega South – which has been regarded as a regional investment site in successive Development Plans since the 1990s.

Members will be aware of construction activity on Omega North, following reserved matters approvals over the last couple of years. Construction is now also underway on part of Omega South – following the grant of full planning permission for a major logistics base in 2013 (2013/21340 and 2013/22143).

Across the extensive Zone 7 on Omega South, outline planning permission was granted for a maximum of 196,000 sq.m (2.1 million sq.ft) of B2 manufacturing and B8 logistics floorspace (split 30% B2/70% B8) with associated car parking, landscaping and infrastructure at Development Management Committee on 15th May 2014 (2014/23290).

Full planning permission for a three form entry primary school and associated development was approved at Development Management Committee on 14th May 2015 (2015/25467).

Planning Policies

National Planning Policy Framework
Matters relating to the delivery of sustainable housing and other forms of development.

Local Plan Core Strategy
CS1 – Overall Spatial Strategy – Delivering Sustainable Development
CS2 - Overall Spatial Strategy - Quantity and Distribution of Development
CS3 - Overall Spatial Strategy – Maintaining a 10 Year Forward Supply of Housing Land
CS4 – Overall Spatial Strategy - Transport
CS8 – Omega and Lingley Mere
QE1 – Decentralised energy Networks and Low Carbon Development
QE3 – Green Infrastructure
QE4 – Flood Risk
QE5 – Biodiversity and Geodiversity
QE6 – Environment and Amenity Protection
QE7 – Ensuring a High Quality Place
MP1 – General Transport Principles
MP3 – Active Travel
MP4 – Public Transport
MP6 – Transport Infrastructure
MP7 – Transport Assessments and travel Plans
MP10 - Infrastructure
PV1 – Development in Existing Employment Areas
SN1 – Distribution and Nature of New Housing
SN2 – Securing Mixed and Inclusive Neighbourhoods
SN4 – Hierarchy of Centres
SN7 – Enhancing Health and Well-being

Supplementary Planning Documents
Design and Construction
Environmental Protection
Standards for Parking in New Development

Consultation Responses

Parish Council (s) – No response.

WBC Highways – The highways and transportation impacts of the proposal are assessed in detail below. The Highway team have no objection subject to conditions and to measures set out in the proposed S106 Agreement.

WBC Education – The Council’s Schools team have requested contributions towards the provision of new primary and secondary school places for the Omega and Lingley Mere developments. This consideration is set out in detail below.

WBC Public Health – The Council’s Public Health Team have requested that space is reserved within the development to provide a new primary health facility of approximately 1,500 sq.m in accordance with the Warrington Strategic Estates Strategy.

WBC Environmental Protection – No objection, subject to conditions. Environmental matters and matters relating to the protection of residential living conditions are considered in detail below.

WBC Lighting – For the residential development phases, future Section 278 & 38 Agreements would generally take care of the lighting issues. Given the size of this particular scheme, which includes a mix of uses which will most likely come with lit car parking, we would want to carry out a review of any exterior lighting planned on the development (excluding the future adoptable highway street lighting).

WBC Flood Risk – No objection, subject to conditions.

WBC Nature Conservation – No objection. Reliance has been placed on the ecological surveys and assessments of the application site and the wider site carried out in 2013 by Arnott Mann in connection with the overall development of Omega South. This is acceptable, since the surveys are sufficiently up-to-date and robust. No further surveys need to be conducted prior to deciding the application.

The overall avoidance, mitigation and compensation arrangements for the major ecological impacts of the development proposals have already been agreed, in principle, during the evolution of the plans for the wider area.
Taking such a holistic, long-term approach to the provision of green infrastructure is entirely appropriate for a scheme of this size and long-term scope. In summary, proposals include the provision of a ‘Green Heart’ area of greenspace as an integral part of the wider development of Zone 7, the retention and enhancement of some areas of greenspace as part of the development, the provision of green corridors across the site to allow for species movement and dispersal and a financial contribution for the creation and management of grassland areas that cannot be retained and/or recreated on the site itself. These proposals remain relevant to the current application, even though it is noted that the current proposals do involve some changes to site layouts and development distribution. It is also recognised that plans may be subject to change in the future. Providing that these proposals continue to be implemented there is no overall objections to the current application on nature conservation grounds.

Given that the proposals submitted at this stage may be subject to further evolution it is recommended that, as part of the reserved matters applications, detailed landscape plans within the overall agreed context should be provided for different elements of the scheme, as and when required by any changes to overall layouts.

**Great crested newts – detailed comments**

Great crested newts and their habitats are protected under UK and European legislation and are a material consideration when determining planning applications. Since great crested newts have been found on this site and are likely to be affected by the planned development subject to this application, then under the Conservation of Habitats and Species Regulations 2010 which enacts the EU Habitats Directive into the UK, a licence will be required from the Natural England to derogate the terms of this legislation. Before a licence can be granted three tests must be satisfied. These are:

i) That the development is “in the interest of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequence of primary importance for the environment”;

ii) That there is “no satisfactory alternative”;

iii) That the derogation is “not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range”.

In considering planning applications that may affect European Protected Species, Local Planning Authorities are bound by Regulation 9(1) and 9(5) of the Conservation of Habitats and Species Regulations 2010 to have regard to the Habitats Directive when exercising their function. Defra Circular 2/2002 gives guidance to local authorities on how these issues should be considered. All three tests must be satisfied before planning permission is granted on a site. The first two tests are essentially ‘land-use planning’ tests, although I would consider that given the scale and consequent high strategic importance of this site, together with the findings of the EIA, the proposed development
could meet these tests.

As regards the third (ecology) test I note the provision by the applicant of an ‘Ecological Protection Plan for Construction’ prepared by the Ecology Practice in 2014. This document provides a detailed description of measures to be taken to avoid harm to great crested newts and to provide for the long-term conservation of the local population of great crested newts. Proposals include clearing works areas of newts, excluding newts from works areas, retaining the most important habitat areas that could be used by newts and creating new and enhanced habitats suitable for newts. I would consider that, providing these proposals are implemented in full, the third test could be satisfied. The ‘Ecological protection Plan for Construction’ should therefore be required to be implemented by means of a condition placed on any approval that may be granted to the scheme. I recognise that, given the scale and long-term nature of the scheme, the plan may need to be amended from time to time. The proposal put forward as part of the Plan to employ an Ecological Clerk of Works during the scheme to implement the Plan is therefore important. Any substantive changes to the plan should be discussed with the LPA prior to implementing such changes.

**WBC Trees** – No objection; the overall landscape scheme aims to preserve and enhance existing trees, shrubs and hedgerows seeing vegetation removals being confined to the interior of the site with adequate mitigation for any such losses within the overall scheme. As the current proposal only provides a brief overview to the landscape proposals further detail would be required as part of the reserved matters applications denoting species, quantities, size, protective measures and aftercare of new plantings. In addition plans including protective measures for existing retained vegetation would also be required in accordance with Bs 5837:2012.

**WBC Social Regeneration** – Support the vision for Omega South and the opportunities for job and training opportunities it would bring.

**Sport England** – Object. A significant amount of housing growth is proposed with a corresponding increase in demand for sports facilities in the area. The applicant is advised to assess the impact on existing sports facilities in the area to determine whether a contribution is required to either improve existing facilities to increase capacity and/or to determine whether new sports facilities are required to support growth in the area. In the light of lack of evidence of exceptional circumstances, Sport England objects to the proposal. Should an appropriate offer of investment into new sports facilities be secured we will withdraw our objection.

**Environment Agency** – No objection, subject to conditions.

**United Utilities** - No objection in principle to the drainage strategy being proposed. Raise concerns and disapproval of the positioning of the proposed attenuation basins/ponds directly above the public sewerage systems.

**Highways England** – No objection, subject to conditions.
Notification Responses

**Neighbours** – Objections from five residents:

- Little opportunity for those living in Callands to participate in public consultation before submission of this application
- Little consideration of traffic issues to the east of Omega
- Impact on school capacity – commuting to schools which have capacity is not a sustainable approach – absurd we have children from adjoining authorities attend schools in Great Sankey
- Note the replacement school for that at Barrowhall Lane – but the issue is the lack of a secondary school - existing secondary schools have insufficient capacity – lack of public engagement on this matter
- Original intention was for the development to deliver circa £4.7 million, only for this to be negotiated to provide the more expensive replacement school on Omega South. It would be helpful to know who had the authority to agree such an arrangement within a mandate from local people
- Where is the educational needs assessment to accompany this planning application – object on grounds of lack of adequate secondary education facilities
- Sections of the Drainage Statement no longer apply and are at variance – in addition the Environment Agency are about to increase their climate change allowance but this is not reflected in the Drainage Statement. A Supreme Court decision in 2014 will clearly have an impact on the surface water drainage strategy for this site – but the authors of the drainage work appear oblivious to its potential implications
- Huge traffic problem – disgusted at submitted traffic report which ignores the major issue of vehicular traffic to obey the outdated thesis for Warrington that walking and cycling are more important
- Photos in traffic report do not show congestion and appear to be from archives – junction 8 is a mess, the traffic lights do not work properly at peak times as the junction is too small, badly designed & causes more congestion, especially with long wheel base HGVs occupying space between traffic lights
- There is going to be a major incident at this junction unless action is taken to redesign the junction creating fewer access routes on the roundabout with greater distances between access roads – proposed changes to roads such as Charon Way merely move the problem and do not resolve it
- No justification for any of the statements in traffic report – rather a view by someone who really hasn’t any knowledge about the area and has set out to justify doing nothing about the roads in the area to meet some political target. Someone regardless of the contrary evidence still believes in the outdated idea that people will walk and cycle when cars are available
- The so-called peak hours contained in the report are too narrow & unrealistic – there is congestion throughout the day
- The traffic report largely ignores traffic problems – the vehicles on the road network in Great Sankey is largely ignored and dismissed in the
The new primary school has complicated matters – there will be huge disruption when the school opens, yet this too is ignored – the traffic report is totally useless and no development should be allowed until the traffic issue is properly discussed openly arriving at a viable solution

Extremely disappointed by the traffic report as it tries to use technical reasons for doing nothing – if no action is taken I expect gridlock within a few months or years of the Omega housing and sheds being developed

- Lack of walking and cycling routes to and from Burtonwood village – the development should provide this
- Lack of capacity on M62 – journey time to M60 – no plans to improve this
- Would seriously impede traffic flows along Winwick Road

Royal Mail – Respond to the proposals, in summary, as follows:

- Royal Mail occupy and own the leasehold of the Warrington Mail Centre off Orion Boulevard – the service yard is accessed to the south east of Orion Boulevard, immediately north of the proposed primary school
- The introduction of residential development directly to the south and east of the Mail Centre is of significant concern to Royal Mail
- When Royal Mail moved to this site, the original outline consent was for employment uses – the original understanding and attraction to this site for Royal Mail was its accessibility and the knowledge that the surrounding area would be employment, not residential
- The Royal Mail site has up to 500 staff and operates 24 hours a day, 7 days a week with all light and heavy vehicles using Orion Boulevard
- Royal Mail is the UK’s designated Universal Postal Service Provider and must continually seek ways to improve the efficiency of its business – the proposed development would have significant implications for Royal Mail in meeting its statutory obligations
- A developer design guide has not been submitted, as discussed with applicant at pre-application stage
- Proposed residential development sitting directly adjacent to Royal Mail’s southern boundary is inappropriate given scale and nature of operations at the Royal Mail site
- The proposed siting of housing would be at the most sensitive location in terms of the potential for noise and nuisance – given location of the loading yard, onsite fuel filling point and lorry wash – the south side of the Mail Centre is a hive of noisy activity – there is also significant 24 hour lighting
- A BS4142:2014 assessment should have been carried out in the Environmental Statement in respect of noise and any planning decision should be deferred until this is undertaken – because this was not done, the Environmental Statement understates the potential impact of noise from the Mail Centre
- The noise levels at the proposed dwellings would be well in excess of the background noise level
- In addition to other noise mitigation measures, a substantial stand-off
distance will be required – ie a buffer zone with no development between the boundary of Royal Mail and houses/gardens
- On the basis of the statement produced for Royal Mail by Hepworths’ Acoustics, it is requested that the applicant submits further detailed assessment of noise impact – so that proper mitigation can be made at outline stage
- There is no detail of the proposed landscape buffer – definitive standoff distances and buffer zones should be provided and conditioned
- The Hepworths’ report demonstrates that significant residential amenity issues would arise should dwellings be located to the southern and eastern boundaries of the Mail Centre – the NPPF states that the planning system should prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of noise pollution
- NPPF advice is reiterated in Core Strategy policy QE6
- Noise complaints from occupiers of new dwellings to the south may be costly to Royal Mail to ensure it can continue to operate
- The applicant should recognise the importance of Royal Mail and other existing businesses in the vicinity in contributing to the local economy
- Of the four main access points, of prime concern to Royal Mail is the access from Omega Boulevard in the west onto Orion Boulevard and the access from Lingley Green Avenue connecting to Orion Boulevard in the north
- Orion Boulevard is currently restricted to pedestrian/cycle access only as part of the new primary school permission – this was subject to detailed discussion with Royal Mail – where it was agreed with WBC that it would not be appropriate to create a through route from Lingley Green Avenue onto Orion Boulevard or indeed a public transport route given the risk to pupil and residents’ safety of opening up the proposed highway
- It is understood that the restricted access to Orion Boulevard would be retained and no vehicular traffic would be able to gain access from the direction of the school towards the Mail Centre – this is supported by Royal Mail – it should be made clear that the access from Lingley Green Avenue and to the new primary school in fact terminates at a turning circle and does not connect with Orion Boulevard as it currently appears on the plan
- Concern also over the use of the existing access from Omega Boulevard on to Orion Boulevard, which at present solely serves the Mail Centre – if other general traffic uses this route, it would cause Royal Mail operational issues and put their delivery targets at risk. At present Royal Mail access their site via Burtonwood Road, Whittle Avenue, Lingley Green Avenue and Omega Boulevard. Whilst Skyline Drive will provide an alternative route for HGV traffic through a direct link to Junction 8 of the M62, it is understood that Skyline Drive will converge at Junction 8 too, thus resulting in congestion
- Would welcome the opportunity to work with the applicant to address these issues

Royal Mail has made further representations following the applicant's
submission of a Supplementary Environmental Report, including additional acoustics work. The representatives of Royal Mail consider that clarification on the below points drawn from Hepworth Acoustic's attached statement, alongside the additional requested wording within conditions would set general parameters to be abided by as part of any reserved matters application. Securing these principles through any outline planning permission the Council may grant should satisfy Royal Mail's concerns at this stage of the planning process.

- The 6m high noise barrier means a noise barrier the top of which is 6m above the height of the proposed housing land. We would seek that this is confirmed by way of a written submission from the applicant or as an informative condition to be adhered to in perpetuity.
- Confirmation that the noise barrier will be a purpose made proprietary acoustic fence, not just a close boarded fence. We are seeking for this to be confirmed in the condition wording to secure the acoustic fence and barrier to ensure that the term ‘acoustic’ is included as this is not included in the applicant’s submission.
- It is stated that the noise barrier could be an acoustic fence or earth bund or combination of both. However the bigger the bund element the further the top of the noise barrier would be located away from the site boundary. This change in geometry may change the calculated barrier noise reduction effect. It is requested that this is noted by the applicant and local authority and that as part of the detailed design stage, further noise assessments are undertaking where necessary and required. We would seek that this is added to the decision notice as an informative.
- The noise barrier analysis only works for the nearest dwellings if they are no more than 2 storeys' in height – we therefore are seeking confirmation this will be the case. We would seek that this is confirmed by way of a condition restricting dwelling heights to 2 storeys unless otherwise formally agreed in writing with the local authority.
- The 40m ‘buffer zone’ needs defining as a zone in which there is no residential development i.e. no dwellings or gardens. We would seek that a condition is included to require the provision of a 40m buffer zone where no residential development can take place, inclusive of gardens, unless otherwise agreed in writing by the LPA.

The representatives of Royal Mail state they appreciate and understand the proposed scheme is in outline form only, and provide a drawing intended to be used as a benchmark and starting point for the design of the proposed acoustic mitigation to ensure that all parties are satisfied with what is proposed moving forward. Royal Mail ask that this is taken into account and carefully considered and assessed as part of the determination of this application.

Wainhomes Developments Limited - Have had sight of the Traffic Assessment
and Transport Assessment Addendum and object, in summary, as below:
- The submitted transport assessment fails to assess the true impact of the development on the local highway network and, in particular, the effect it will have on traffic conditions at the junction of Lingley Green Avenue and Liverpool Road where there are already traffic difficulties. These difficulties would be worsened by the proposed development. The report proposes no mitigation measures in this junction area and is silent as to the effect on this junction.
- WBC acknowledge that Lingley Green Avenue will provide an alternative route to gain access to the M62 – the applicant’s ES agrees with this, but the Addendum to the TA is silent on the effect of more traffic from the development on the Avenue.
- Modelling shows that the junctions of Lingley Green Avenue with Park Road and with Liverpool Road already have significant queues and delays at peak hours, which should be dealt with by mitigation.
- These issue are not new, but are worse than when the Local Plan was being developed.
- It follows therefore, that the submitted Traffic Assessment and the Addendum are significantly defective – it fails to assess the effect of the development on key local junctions and it will give rise to significant congestion on the network.
- Clear that the applicants need to fully consider the impact of their development in a comprehensive, not partial way.
- The Council does not have adequate or appropriate information with which it can properly determine the application. If the Council grant planning permission based on the current transport assessment – this would be unsound, as the full highway impact has not been fully considered.
- If approved on the basis of this TA, my clients would consider Judicial Review; the Council has a statutory duty to consider all material considerations; without having regard to the full highway impact of the scheme would be unreasonable and inappropriate.

**Applicant’s Response to Objections:**
- The applicant has undertaken extensive consultation with the Council’s Highways team and with Highways England, beginning scoping discussions in March 2015 following an initial Transport Assessment (TA) scope in February 2015.
- A revised TA scope was agreed in July 2015 and submitted as part of the application.
- It was agreed with Highways England in September 2015 that an Addendum TA should be submitted, together with further analysis by Highways England.
- In summary, it has been demonstrated that the proposed development would be accessible by a variety of modes of transport, providing residents with a choice of means of travel and that the impact of the proposed development can be accommodated on the local road network, with the implementation of the proposed mitigation measures.
- Detailed explanation of the traffic modelling process can be found in the TA Addendum submitted on 28th January 2016.
- Wainhomes’ property interests are the verges on Lingley Green Avenue south of the Park Road/Lingley Green Avenue roundabout – outside the agreed TA study network
- The work undertaken since submission of the application – including the TA Addendum should address any concerns regarding the robustness of the TA work
- Stakeholder liaison and associated modelling has led to a comprehensive package of mitigation measures that will have a positive impact on the local road network and reduce queue lengths and journey times on the local network
- The principle of off-setting trips from a changed mix of approved uses was supported by a Transportation Technical Note, and a S73 permission was granted to make this change on 21st December 2015
- The Highways England holding recommendation is a standard procedure that is employed to provide time to consider the application and any further submitted information in the interests of the strategic road network – such a recommendation is not an objection – the recommendation has now been lifted as Highways England are satisfied with the submitted information.

The WBC Highways team have reviewed the main grounds of objection, as follows:-
Development discussions took place, prior to the preparation of the Transport Assessment, between the Council; Highways England and the applicant to agree the extent of the surrounding road network which should be included in a traffic model built to highlight the impact of additional development traffic on the road network in the vicinity of the site. A key consideration was to establish where the development traffic could be argued to have a significant impact on traffic queues and delays. Following an analysis of development traffic flows and background traffic flows it was agreed by both Highways England and the Council that the model coverage should include the Lingley Green Avenue / Lingley Mere roundabout but that the model coverage did not need to extend southwards on Lingley Green Avenue towards Park Road and the ‘Trigger Pond’ junction where Lingley Green Avenue meets A57 Liverpool Road.

The largest resultant flows generated from the Omega 3-6 development impacting on the junction would be passing through northbound from the A57 Liverpool Road / Lingley Green Avenue junction and heading southbound from Lingley Green Avenue towards the A57 Liverpool Road.

Warrington Borough Council has a permanent traffic counter located to the south of the roundabout and therefore the LHA was able to compare the future generated traffic with the existing average vehicle flows on Lingley Green Avenue to determine the percentage increase in flow that would result from the development.

The analysis indicates that the highest development-generated directional peak flows are in the opposite direction to the existing highest peak flows on Lingley Green Avenue with percentage increases of 3% in the morning peak
and 4.5% in the evening peak which in the LHA’s view does not have a significant impact on traffic queues and delays on this section of road.

Further to the above the existing traffic flows on Lingley Green Avenue were collected in 2015 and the traffic generation figures from the Omega Zones 3-6 development used in the above comparison are 2027 figures. If the background traffic flows were factored up to the agreed forecast year of 2027 using standard traffic growth predictions such as those contained in TEMPRO, the percentage increase would be even lower than the figures shown above. It is therefore the LHA’s view that there would be no mitigation measures required to the Lingley Green Avenue / Lingley Green Avenue roundabout as a result of the proposals.

The Council does though recognise that the area does suffer with traffic congestion which is through developments planned across the town and background traffic growth is predicted to worsen. As a result of this the Council is making extensive efforts to secure funding for improvements to a number of junctions in West Warrington including the Trigger Pond junction. To date this has included submitting these improvements for consideration for Local Growth Fund support from Government via the Cheshire and Warrington Local Enterprise Partnership. A further round of funding is expected to be announced in the near future and the Council will be including a package of junction improvements in West Warrington for consideration for this funding.

Observations

Principle
The proposed development is in accordance with the Masterplan for Omega South, agreed at Executive Board in January 2014 – in order to provide a strategic development framework – and to provide a context for planning applications.

Policies CS2 and CS8 in the Local Plan Core Strategy (LPCS) are of most relevance to the proposal.

Policy CS2 sets out the quantity and distribution of development and states that up to 277 hectares of land is available for employment use over the plan period (2006-2027). Policy CS8 clearly outlines that the Omega site as shown on the Policies Map is identified as a strategic location for economic growth (Strategic Proposal - Omega and Lingley Mere). Phases being developed and those which currently remain undeveloped will contribute to the borough’s future requirement for land for research and development, light industrial/industrial and storage / distribution uses (Use Classes B1(b), B1(c), B2 and B8) both within and beyond the plan period.

The supporting text within the Local Plan Core Strategy acknowledges that whilst the primary focus at the Omega and Lingley Mere Strategic Proposal should be employment, the Plan’s overall employment land target of 277 ha can be met without relying on the entirety of the site. The Council’s latest
Annual Monitoring Report (Period 1st April 2014 - 31st March 2015) confirms this position, indicating a surplus of over 50 hectares of employment land at the end of the plan period. This clearly gives scope to consider how the strategic location and other employment sites may be able to accommodate supporting land uses to help to support viability, enhance sustainability and maximise the benefits of the development as a whole.

The Local Plan Core Strategy as adopted included reference for up to 1,100 homes to be provided as part of the Omega and Lingley Mere Strategic Proposal. This reference, together with the overall Local Plan housing target was quashed by the High Court in February 2015. In the absence of a housing target the Council is not currently able to demonstrate a 5 year housing land supply. This will be addressed as part of the work to reinstate the housing target as set out in the Council’s updated Local Development Scheme which was approved by the Council’s Executive Board in April 2015, with a further update on progress reported to Executive Board in October 2015.

Until the Council can demonstrate a 5 year housing supply, paragraph 49 of the NPPF confirms that relevant policies for the supply of housing should not be considered up-to-date. This means that presumption in favour of sustainable development as set out in paragraph 14 of the NPPF will apply.

Notwithstanding the High Court ruling quashing reference to residential development as part of the Omega and Lingley Mere Strategic Proposal, the ability of the strategic location to accommodate supporting land uses and lack of a 5 year housing supply mean that residential development is considered acceptable in principle.

With regard to the retail, hot food and hotel uses, it is considered that the proposals satisfy the requirements of the sequential and impact tests, as set out in the NPPF and policy SN5 of the Core Strategy. The assessment demonstrates that there are no sequentially preferable sites and there would be no significant adverse impacts as a result of the proposals.

The Core Strategy is clear that whilst the primary focus at Omega should be employment land related development, the plan’s overall target of up to 277 hectares can be met without relying on the entirety of the site in this regard. From a policy perspective, the development now proposed on phases 3 to 6 would not compromise this position. The proposals accord with the Council’s overall strategy to realise sustainable employment development at Omega and would deliver ancillary facilities to serve the Omega site. The scale of the retail development is considered appropriate to support the development as a whole.

Due to the allocation of the site as a Strategic Location in the Core Strategy, with this annotation on the Core Strategy, the proposals subject to this application are considered to amount to a Departure from the Development Plan. The application has therefore been advertised in this regard, and will follow the procedure required by the 2009 consultation regulations.
Highways & Transportation Matters

The original planning consent for Omega Zones 1 – 2 was granted in 2007 which comprised a significant amount of B1 office development (1,600,000 sq ft) However, the applicants TA Addendum states that no B1 demand has been forthcoming for the Omega site.

The applicant has reviewed the development impact methodology to revise the development content of the previously consented Omega Development for Zones 1-2 to offset the residual trip capacity in the peak hours for the proposed Omega Zone 3-6 development.

The proposal was to reduce the B1 office consent by 55,740 sq m and to convert this to a mix of 30% B2 industrial uses (16,722 sq m) and 70% B8 Industrial Warehousing development (39,018 sq m) totalling 55,740 sq m thereby freeing up the consented trips to offset the proposed Zone 3-6 development. A Section 73 application to vary the Omega Zones 1 and 2 consent was approved by WBC on the 21st of December 2015. As part of this process and the ongoing modelling work as part of this application, the trip generation for the development has been agreed and therefore no further trip generation analysis will be provided within these comments.

There have been a large number of schemes in the OMEGA area that have an impact on the Zone 3 – 6 proposals. Firstly and a key part of the overall masterplan for the Omega site is the provision of Skyline Drive. This is a new road connection which provides a direct access from M62 Junction 8 and connects to the existing road network at Omega Boulevard which connects into Lingley Green Avenue. The construction of Skyline Drive at an estimated cost of £7.5m (which was funded in full by Omega Warrington Limited) will provide a significant benefit to the road network around the site in reducing congestion and queuing traffic on the surrounding highway network.

Skyline Drive was designed as a strategic through traffic route rather than as an internal access road for the manufacturing and distribution land uses on the north of the site. The road is now fully open and when signed it will become part of the adopted highway network. It provides a direct and attractive alternative to Lingley Green Ave and Whittle Avenue for trips between the motorway junction and Lingley Mere Business Park and residential areas off Lingley Green Avenue and Park Road. It will also provide an alternative route for HGV traffic (including that serving the Royal Mail Depot located on Orion Boulevard) which currently has no alternative other than to use Lingley Green Avenue and Whittle Avenue. Skyline Drive will reduce traffic flows on these roads in the short/medium term.

Secondly, the relocation and expansion of Barrow Hall Primary School within the Omega site through a previous planning approval will ensure that new residents of this development will have access to primary school provision in the vicinity of their home which will reduce trips on the surrounding highway network and will encourage sustainable travel to school through the provision of effective pedestrian and cycle access links within the development.
Furthermore, the infrastructure around the school is being designed to provide excellent pedestrian and cycle links to the existing residential areas surrounding the site from which all of the current pupils are generated. This is being delivered through dedicated shared use paths from the school to Lingley Green Avenue and the installation of two new controlled Toucan (pedestrian/cycle) crossings, which are to be installed prior to the school opening which is planned for September 2016.

Thirdly, WBC is currently in the design stage of developing a significant junction improvement for J8 of the M62 in partnership with Highways England. The Council has received an indicative funding award from the Cheshire and Warrington Growth Deal of £5m for the scheme which is estimated to cost up to £12.5m. The funding package for this scheme relies on a £1.25m private sector contribution. The applicant has stated in the TA addendum that it has included within its mitigation proposals a £1.25m contribution towards this scheme, which subject to the design and statutory processes is programmed to be on site later in 2016.

Finally, as part of the wider engagement process for the Omega site, the Omega Transportation Steering group has been established which is supported by Omega Warrington Limited. The group meets on a quarterly basis and comprises representative from OWL, WBC Transport officers, Public Transport operators, the Homes and Communities Agency, Highways England and the adjoining Local Authorities of St Helens and Halton. This group's activities have to date helped to ensure that the existing Omega occupiers consider their transport impact on the wider community. Furthermore, the group has supported the process of identifying priority schemes from S106 contributions already received and have engaged with business and transport operators to look to improve the numbers of employees who travel to work by bus, cycle and on foot.

**Proposed development**

The proposals are for outline permission of the site to enable the delivery of:

- 1100 Residential Units
- Local foodstore (2000 sq m)
- Local shops (1500 sq m)
- Local community facility / medical centre
- Hotel & pub / restaurant (2850 sq m)
- Food and beverage units (2000 sq m) and
- Care home / sheltered housing (80 beds)

An indicative masterplan has been provided within the TA addendum report submitted which shows residential to the south and western sides of the site and the commercial uses located to the north of the site in between the proposed residential and the extant office use permitted through the Omega Zones 1-2 application.
Transport Modelling

As set out in the background section of these comments the trip generation for the development was previously considered as part of a Section 73 application that was approved by the Council previously and therefore there will be no detailed analysis of the proposed trip generation as part of these comments, however, the trip generation for each individual use is included within Section 4 of the TA Addendum.

Following the submission of the TA it was agreed with WBC and Highways England that the applicant would examine the impact of the proposed development on the surrounding highway network including Junction 8 of the M62. It was agreed to utilise the Councils VISSIM micro-simulation model which was originally developed by Atkins.

As part of the post planning submission review and a review of WBC’s M62 Junction 8 scheme proposals, Highways England and WBC engaged consultant Aecom to assess the submitted Omega Zone 3-6 Transportation Assessment and to examine the impact of the proposed development on both the motorway network and the local road network. Aecom utilised the Atkins VISSIM model to undertake their review.

It was agreed by WBC and Highways England that the applicants transport consultant WSP could engage Aecom to run the VISSIM model with WSP interpreting the results and developing any required mitigation measures to accommodate the proposed development. This process was carried out between October 2015 and March 2016 and a series of meetings were undertaken with all parties in attendance to review the modelling outputs within this time period.

The study network was agreed at a meeting between WBC Highways, Highways England and the applicants Transport Consultant WSP on the 29th July 2015 as that comprising the Atkins micro-simulation model which was built to provide supporting information for the planned improvements to the M62 Junction 8 and to understand the traffic impacts of the Omega and Lingley Mere developments. The study network covers the M62 motorway network between junctions 8 and 10 and the local road network around the periphery of the site from the Lockheed Road / Burtonwood Road Roundabout to the Lingley Green Avenue / Lingley Mere access. The model also included the internal road network within the Omega site including Skyline Drive which provides a through route for general traffic.

The modelling periods agreed and undertaken within the model are for the AM and PM weekday periods which is when the surrounding highway network suffers from the most congestion.

As part of the modelling process Aecom undertook an independent review of WSP’s trip generation and trip distribution assumptions included within the TA and it was their view that the assumptions were broadly acceptable, although the trip generation of the proposed residential element of the development
required higher trip rates, therefore Aecom applied the higher trip rates for residential and it is accepted by the LHA that the trip generation and distribution is robust to assess the impacts of the development on the surrounding highway network.

The residential trip distribution was based on WSP’s gravity model and the external links of WSP’s gravity model have been represented by a series of VISSIM zones as detailed in the TA addendum.

The TA addendum states that 70% of the trips to the foodstore will be internal trips within the OMEGA road network and 30% will be external trips within the peak periods. The internal trips have been distributed equally on all of the 7 available internal zones with approximately 14.2% allocated to each zone, it is accepted that this is the most robust assessment that can be provided at outline stage. The external trips are assumed to occur as pass-by trips which are trips made as intermediate stops on the way from an origin to a primary destination. Pass-by trips are attracted from traffic passing the site on an immediately adjacent road that provides direct access to the site.

All of the external trips for the foodstore have been assumed to arrive and depart via the Burtonwood Road / Westbrook Way roundabout and therefore zones representing each of the four existing arms of the roundabout were selected and 25% of the external trips assigned to each of these zones.

As part of the VISSIM modelling both “do minimum” and “do something” outputs were prepared which are included within the submitted TA addendum, assessments were undertaken for future years of 2017 and 2027. The “do minimum” modelling applied the development traffic onto the existing highway network and the “do something” modelling applied the development traffic onto a highway network modified by highway mitigation measures for a future year of 2027.

In order to run the VISSIM model for the “do something” scenario some highway improvements were input into the model, these included the following locations where a significant increase in queues and delays was predicted:

- Lockheed Road / Burtonwood Road Roundabout – amendments made to the existing roundabout arrangement including an additional northbound lane from the M62 J8 by removing the existing hatching, the provision of a dedicated left turn lane on the southern arm of the roundabout and keep clear marking on the northern exit arm of the roundabout.
- The proposed roundabout within the Omega site south west of J8 was amended to a signalised T Junction, (please note this is a junction on Skyline Drive which has yet to be constructed – the fact that the signal junction performs better can be taken into account when this junction is required to be provided for future development).
- The inclusion of a flared approach on the northern arm of the Omega Boulevard / Lingley Green Avenue / Barrowhall Lane Roundabout
- The inclusion of flared approaches on the southern and western arms
Comparisons were made between the modelling outputs of the “do minimum” and the “do something” scheme scenarios in both the AM and PM peak periods. Due to the size of the model and volume of traffic, the models were run many times in order to achieve convergence. Once convergence was achieved (i.e. the model was producing stable results) the models were run five more times with random seeds 5, 10, 15, 20 and 25. The average of these runs was considered to prepare the modelling outputs which the LHA requested. These were provided in the form of journey times and average / maximum queue lengths at several locations on the local highway network.

The modelling outputs indicate that in the morning peak period the operation of the Whittle Avenue / Lingley Green Avenue Roundabout has been improved with the mitigation measures applied. The overall capacity of the Omega Boulevard / Lingley Green Avenue has also been increased with queue length improvements on the Lingley Green Avenue Eastern arm of the roundabout.

In terms of vehicle travel times, the results indicate that these have been improved on routes with the proposed mitigation measures in place.

The proposed mitigation measures are shown to have a beneficial impact on the local road network in the PM peak period. At this time most of the local roundabout junctions, including the M62 Junction 8, Burtonwood Road / Westbrook Way / Whittle Avenue, Whittle Avenue / Lingley Green Avenue, Lingley Green Avenue / Kingsdale Road / Sophia Drive and the Omega Boulevard / Lingley Green Avenue / Barrowhall Lane roundabouts are predicted to experience shorter queue lengths compared to the “do minimum” scenario.

The mitigation measures also provide journey time improvements along all journey routes during the PM peak period.

Therefore it is the LHA’s view that the highway improvement measures proposed as part of the development are considered to acceptably mitigate the impacts of the development on the local highway network.

**Proposed layout and mitigation measures proposed**

As previously stated in these comments, an indicative masterplan has been provided within the TA addendum report. The masterplan submitted indicates the high level road structure within the site but does not detail the classification of the proposed roads or the proposed highway dimensions. Therefore the LHA would request a condition to ensure that all proposed...
highways within the site are designed to the Councils adoptable standards and comply with the Councils Design Guide.

Section 3.6 of the TA states that “the proposed car parking provision will be based on Warrington Borough Council’s Standards for Parking in New Development, which displays the relevant maximum parking standards.” The LHA would advise that these standards are actual standards and not maximum standards and therefore will be required to be met across the site and therefore the applicant will be required to comply with the Councils car parking, disabled car parking, enlarged car parking, cycle parking and motorcycle parking standards in addition to the Councils garage dimension standards and electric vehicle charging requirements. As such the LHA would request that a condition is placed on any approval to ensure that these standards are applied in full.

As detailed previously a number of highway measures are proposed to mitigate the development and these have been detailed in the submitted TA addendum and are:

- A £1.25m contribution towards the M62 J8 Improvement scheme, to be secured through a S106 Agreement
- Increased flare lengths of up to 100m on the Whittle Avenue and Lingley Green Avenue arms of the Whittle Avenue / Lingley Green Avenue roundabout to provide an extended two lane approach on these arms as shown on drawing SK302 Revision B.
- An increased flare length of up to 170m on the Burtonwood Road (north) approach arm of the roundabout to provide an extended two lane approach, increased two lane exit and entry of up to 100m length on the Westbrook Way arm of the junction, increased two lane exit and entry of up to 100m length on the Whittle Avenue arm of the junction as shown on drawing SK305 Revision D.
- An increased flare length of up to 100m length on the Omega Boulevard arm of the Omega Boulevard / Lingley Green Avenue / Barrowhall Lane roundabout to provide an extended two lane approach as shown on drawing SK306 Revision B.
- Amendments to the Lockheed Road / Burtonwood Road roundabout to provide a two lane approach from J8 of the M62 northbound to the Lockheed roundabout and for these lanes to provide a dedicated left turn lane into the Omega North site as shown on drawing SK307 Revision A
- Two Toucan crossings to be located adjacent to the roundabout junctions at Burtonwood Road/Westbrook Way/Whittle Avenue and Whittle Avenue/Lingley Green Avenue/Malvern Close as shown on drawings SK302 Revision B and SK305 Revision D.
- The transfer of an area of land at the junction of Lingley Green Avenue / Omega Boulevard to safeguard the delivery of a junction improvement scheme at the junction.
- A £500k contribution towards sustainable transport measures in the vicinity of the site.
All highway works will be delivered through a Section 278 agreement except for the contribution of £1.25m towards the M62 J8 Improvement works, the land transfer, the £500k for sustainable transport measures, The Lockheed Road / Burtonwood Road improvements and the Lingley Green Avenue / Barrowhall Road / Omega Boulevard improvements which will be secured through a Section 106 Agreement.

The applicant has agreed to pay a contribution via a Section 106 agreement in lieu of the anticipated cost of the provision of an increased flare length of up to 100m on the Omega Boulevard arm of the Omega Boulevard / Lingley Green Avenue / Barrowhall Lane roundabout (Drawing SK306 Revision B). The intention is for the Council to use this contribution to contribute to the cost of a more comprehensive improvement of this junction for it to accommodate all of the predicted increase in traffic flows for this part of Warrington. The amount of this contribution is currently being finalised and will be in line with an agreed estimate of the cost of the applicant implementing this scheme.

**Sustainable travel**

The submitted application is for outline approval and therefore all highways matters except access and parking are reserved for later approval.

The TA submission details pedestrian and cycle routes on the surrounding highway network in addition to public transport including local bus and rail services in the vicinity of the site. Furthermore it states that the development proposals will seek to encourage travel by sustainable modes by maximising the permeability of the development and connections to the adjacent pedestrian and cycle network.

The TA addendum states that the development will be fully accessible by all modes of transport with all internal footways connecting into the existing pedestrian networks. It also states that cycle access will be encouraged with cycle parking facilities located within the site. A network of pedestrian and cycle routes are shown in figure 3-3 of the original TA and associated link through the “Greenheart” which is a green landscaped area to the centre of the development area. This route is stated to extend south east of the site to Whittle Avenue to link with the extensive pedestrian network in the Westbrook and Old Hall areas of Warrington.

The TA addendum also states that it is proposed to provide ‘a comprehensive network of pedestrian and cycle facilities throughout the development to encourage local trips to be made on foot or by cycle. A number of pedestrian / cycle accesses will be formed to ensure that the internal transport network is comprehensively connected to the external network as well as being connected to other sustainable transport links’. The provision of such a network will be subject to further reserved matters planning applications.

Detailed layouts have not been developed at this stage as set out in the applicants original TA but they have confirmed that the broad principles outlined above will be strictly adhered to, to ensure a comprehensive level of
connectivity and that careful consideration will be given to appropriate safe routes to and from the primary school which is located within the site.

In relation to cycle paths the TA states that Skyline Drive includes cycleway provision for those travelling from Burtonwood and other settlements to the north and additional cycle provision will be made along the proposed path through the “Greenheart” to connect with existing cycle facilities to the east and south of the development site.

It is the LHA’s view that it is vital that the site is well connected to the adjoining pedestrian and cycle network which includes a continuous pedestrian/cycleway along the southern edge of the highway network which bounds the perimeter of the site, namely Lingley Green Avenue and Whittle Avenue. In addition as mentioned previously two controlled toucan crossings (for both cyclists and pedestrians) are already consented on Lingley Green Avenue as part of the Barrow Hall Primary School application and are required to be in place prior to the opening of the school in September 2016.

In order to build upon and supplement this network, the applicant proposes to provide two further controlled Toucan crossings located adjacent to the roundabout junctions at Burtonwood Road/Westbrook Way/Whittle Avenue and Whittle Avenue/Lingley Green Avenue/Malvern Close. These are shown on Drawing No’s 11191043 SK302 Revision B and 11191042 SK305 Revision D. This provision, in addition to the two previously committed Toucan crossings on Lingley Green Avenue will satisfactorily connect the development to the adjacent pedestrian and cycle networks in the LHA’s view.

At present the periphery of the site is served by the following bus services:

- The Number 13 service runs along Whittle Avenue and links the town centre and the Westbrook Centre via Chapelford with an half hourly daytime service (Mon-Sat).
- The Number 29A and 29C circular services each provide an hourly daytime service (Mon-Sat) along Lingley Green Avenue and Whittle Avenue. These services link the town centre and Lingley Green via a number of intermediate locations in North West Warrington, including Sankey for Penketh Station, the Westbrook Centre and Chapelford.

These services provide a base level of bus accessibility similar to other residential areas in the vicinity. It is the LHA’s view that when the planned Warrington West railway station is open in Chapelford (which will be open at an early stage of this development being implemented) that this will further increase the access to strategic transport networks from the development.

The TA states that as part of the development proposals it is proposed to improve the public transport provision in the vicinity of the site with the provision of new bus stops incorporating modern shelters with seating and timetable information. In addition it is proposed to enter into discussions with public transport operators to encourage both the diversion of existing services and the provision of new services into the proposed development site as well
as providing a shuttle service to and from the proposed Warrington West Rail Station.

In regards to the provision and diversion of bus services, the applicant proposes to incorporate these discussions within the remit of the Omega Transportation Steering Group which it supports and which includes Network Warrington, the Borough Council and adjoining local transport authorities as attendees.

**Travel Plan**

As set out in Appendix C of the Councils Standards for Parking In New Development travel plans are required for all elements of the proposed development including the foodstore, residential, local shops, pub / restaurant, community facility and medical centre, food and beverage units and the care home / sheltered housing. Therefore a condition should be applied to any permission to ensure this is delivered for all uses on the site.

It is noted that there is a residential travel plan framework included in the TA submission but this needs to be worked up in more detail and therefore the LHA would recommend that a travel plan for all uses on the site is conditioned on any approval.

The LHA is aware that WBC’s Workplace Travel Advisor provides a single point of contact for businesses on the Omega development at present and provides wraparound support for the travel plan process from the development of a site specific travel plan, through to assistance with delivery and monitoring. It is recommended that this process is carried out on the Zone 3-6 development.

The LHA is aware that the provision of tailored support has been welcomed by occupiers on the wider Omega site as it has simplified the process of submitting a travel plan saving both businesses and the Council time and money. The collaborative process has also enabled delivery to be started promptly and effective targeting of promotional activities to take place maximising the impact of the work. Moving forward the ability to share best practice between occupiers and coordinate joint working will be enabled through the single point of contact model further enhancing the success of the delivery plans.

In addition to regular contact with businesses the Workplace Travel Advisor also provides updates to the Omega Transport Steering Group allowing progress to be monitored.

It is envisaged that the applicant will continue to support the Travel Planning activity through its role on the Omega Transportation Steering group and that this will be enforced by the requirement of a Travel Plan condition.

A £500k contribution is proposed for wider transport measures as part of the submission to be used in the vicinity of the site.
Summary

Extensive transport modelling has been undertaken as part of the proposed application and the outputs indicate that in the AM peak period the operation of the Whittle Avenue / Lingley Green Avenue Roundabout has been improved. The overall capacity of the Omega Boulevard / Lingley Green Avenue / Barrowhall Lane junction has also been increased. In terms of vehicle travel times, the results indicate that these have been improved on routes with the proposed mitigation measures in place.

The proposed mitigation measures are shown to have an overall beneficial impact on the local road network in the PM peak period. The mitigation measures also provide journey time improvements along all routes during the PM peak period.

Therefore it is the LHA’s view that the highway measures proposed as part of the development are considered to acceptably mitigate the impacts of the development on the local highway network. The proposed mitigation measures are:

- A £1.25m contribution towards the M62 J8 Improvement scheme, to be secured through a S106 Agreement.
- Increased flare lengths of up to 100m on the Whittle Avenue and Lingley Green Avenue arms of the Whittle Avenue / Lingley Green Avenue roundabout to provide an extended two lane approach on these arms as shown on drawing SK302 Revision B.
- At the Westbrook Way / Burtonwood Road / Whittle Avenue roundabout an increased flare length of up to 170m on the Burtonwood Road (north) approach arm of the roundabout to provide an extended two lane approach, increased two lane exit and entry of up to 100m length on the Westbrook Way arm of the junction, increased two lane exit and entry of up to 100m length on the Whittle Avenue arm of the junction as shown on drawing SK305 Revision D.
- An increased flare length of up to 100m length on the Omega Boulevard arm of the Omega Boulevard / Lingley Green Avenue / Barrowhall Lane roundabout to provide an extended two lane approach as shown on drawing SK306 Revision B.
- Amendments to the Lockheed Road / Burtonwood Road roundabout to provide a two lane approach from J8 of the M62 northbound to the Lockheed roundabout and for these lanes to provide a dedicated left turn lane into the Omega North site as shown on drawing SK307 Revision A.
- Two Toucan crossings to be located adjacent to the roundabout junctions at Burtonwood Road/Westbrook Way/Whittle Avenue and Whittle Avenue/Lingley Green Avenue/Malvern Close as shown on drawings SK302 Revision B and SK305 Revision D.
- The transfer of an area of land at the junction of Lingley Green Avenue / Omega Boulevard to safeguard the delivery of a junction improvement scheme at the junction.
• A £500k contribution towards sustainable transport in the vicinity of the site.

All highway works will be delivered through a Section 278 agreement except for the contribution of £1.25m towards the M62 J8 Improvement works, the land transfer, the £500k for wider transport measures, The Lockheed Road / Burtonwood Road improvements and the Lingley Green Avenue / Barrowhall Road / Omega Boulevard improvements which will be secured through a Section 106 Agreement.

The masterplan submitted in the TA Addendum indicates the high level road structure within the site but did not detail the classification of the proposed roads or the proposed highway dimensions. Therefore the LHA would request a condition to ensure that all proposed highways within the site are designed to the Councils adoptable standards and comply with the Councils Design Guide.

Section 3.6 of the TA states that “the proposed car parking provision will be based on Warrington Borough Council’s Standards for Parking in New Development, which displays the relevant maximum parking standards.” The LHA would advise that these standards are actual standards and not maximum standards and therefore will be required to be met across the site and therefore the applicant will be required to comply with the Councils car parking, disabled car parking, enlarged car parking, cycle parking and motorcycle parking standards in addition to the Councils garage dimension standards and electric vehicle charging requirements. As such the LHA would request that a condition is placed on any approval to ensure that these standards are applied in full.

The TA states that as part of the development proposals it is proposed to improve the public transport provision in the vicinity of the site with the provision of new bus stops incorporating modern shelters with seating and timetable information. In addition it is proposed to enter into discussions with public transport operators to encourage both the diversion of existing services and the provision of new services into the proposed development site as well as providing a shuttle service to and from the proposed Warrington West Rail Station. In regards to the provision and diversion of bus services, the applicant proposes to incorporate these discussions within the remit of the Omega Transportation Steering Group which it supports and which includes Network Warrington, the borough Council and adjoining local transport authorities as attendees.

As set out in Appendix C of the Councils Standards for Parking In New Development travel plans are required for all elements of the proposed development including the foodstore, residential, local shops, pub / restaurant, community facility and medical centre, food and beverage units and the care home / sheltered housing. Therefore a condition should be applied to any permission to ensure this is delivered for all uses on the site.
Environmental Matters; Residential Living Conditions
The Council’s Environmental Protection team have reviewed the application and the submitted Environmental Statement and have no objection, subject to the conditions in this report. It is acknowledged that the reserved matters applications will need to consider the detailed physical and other means by which a new residential community would interface with approved commercial development on nearby phases of Omega South and with the mixed use element now proposed as part of this application. This will entail detailed consideration of - for example - interface distances and the physical implications of the need to achieve suitable noise attenuation measures, including potential landforming and/or acoustic screening and building heights.

Affordable Housing
The applicant is proposing 20% affordable housing to be provided on site. The affordable housing is intended to be focussed on low cost home ownership in the form of Starter Homes.

A Starter Home is defined in the Housing and Planning Act 2016 as a new dwelling to be made available for purchase either as a freehold or leasehold interest to a first time buyer under the age of 40 for a discount of at least 20% below the Open Market Value of the property. Buyers under 40 years old who benefit from the Starter Homes initiative will not be allowed to sell (or rent) their properties for their full market value for five years following the initial sale.

Starter Homes are now the primary focus of Government affordable housing policy with a target to deliver 140,000 new Starter Homes through the planning system and a further 60,000 through affordable housing funding programmes over the next 5 years.

The Housing and Planning Act will require all residential developments above a certain size to deliver a proportion of Starter Homes on site. This requirement will come into force through forthcoming regulations. The Government consulted on the content of the regulations earlier in the year and is proposing that this proportion should be 20% on all housing sites of 10 dwellings and above.

The Government has also consulted on proposed revisions to the NPPF to amend the definition of affordable housing so that it encompasses a fuller range of products, including Starter Homes, which can support people to access home ownership. It has already updated National Planning Guidance to enable Starter Homes to be built on under used or unviable employment sites not currently identified for housing and is encouraging Local Planning Authorities to take the opportunity to secure Starter Homes on other sites prior to the statutory and policy changes coming into full effect.

Therefore, while the proposal does not accord with Local Plan Core Strategy Policy SN2 - which requires 30% affordable housing provision, split between 50% rented accommodation and 50% intermediate - it is apparent that the
Housing and Planning Act will require the Council to update its approach to securing affordable housing from new development in order to ensure the delivery of Starter Homes.

In recognition that the provision of 20% Starter Homes does not meet Local Plan Core Strategy Policy, the applicant has provided a viability assessment.

The Council commissioned an independent review of the applicant’s viability assessment. This has demonstrated that 20% on-site Starter Home provision, as proposed by the applicant, is the maximum reasonable contribution that can be secured taking into account the need to deliver other infrastructure priorities.

Further details of the viability assessment and the proposed balance between, affordable housing and other infrastructure requirements is provided below.

It is considered that the proposed provision of Starter Homes is justified in this case in the context of viability constraints, the wider regenerative benefits of the development and the importance of securing developer contributions relating to education and transportation requirements.

Given the importance of ensuring the successful delivery and management of Starter Homes, it is considered that the obligations on the developer should be secured through the S106 agreement. A key provision within the agreement will be to ensure that the affordability of the dwellings is defined in relation to local rather than national economic conditions.

Public Health
The work that the Council and our NHS Partners have undertaken in preparing the Warrington Strategic Estates Strategy has confirmed the need for additional GP facilities in west Warrington. Given limited availability of opportunities to expand existing facilities and the scale of the Omega development, the strategy specifically identifies the need to secure a new health facility as part of the Omega development.

The priority for the NHS/CCG is to secure space for a facility and this can be achieved through condition. The NHS will subsequently need to enter into a separate development agreement with the applicant to agree the terms and mechanism for the development of the new facility.

The development is also providing an 80 bed extra care facility to provide private specialist residential care for elderly people. According to the Council’s 2016 Strategic Housing Market Assessment (SHMA), there is a need for an additional 60 bed spaces per annum of such specialist care provision, reflecting Warrington’s ageing population. The development is therefore making a positive contribution to meeting this need.
Education

The Council’s Schools team have requested contributions towards provision of new primary and secondary school places from the Omega and Lingley Mere developments.

The Council set out its strategy for providing additional primary school capacity in west Warrington in a report which went to the Council’s Executive Board on 13th July 2015. The report identified projected child yield from future committed and potential housing development sites – including the current application site - and set out expansion plans to meet the increased demand for places. Funding for undertaking these plans was identified, with an expectation that S106 contributions would be secured from future housing development sites.

A key element of the strategy is the relocation and expansion of the Barrowhall Lane School on a site within the wider Omega strategic development, adjacent to the current application site.

In accordance with the request from the Council’s schools team, it is recommended that a contribution of £5.7m is secured towards the total cost of £13.68m for site acquisition and construction of the expanded Barrowhall Lane primary school.

Given increasing pressure on secondary school places, The Council is developing the strategy it has in place for expansion of school place availability in the primary sector to include the secondary sector. This will ensure that the Council is able to meet its statutory duty to ensure there are sufficient places available to meet demand. The strategy will need to include the means of identifying the financial resources required to meet the cost of providing the additional places including contributions from new developments as appropriate.

The proposed development will place additional pressure on secondary school places, but due to viability constraints it is necessary to prioritise which contributions are secured. Officers are recommending that the primary school contribution is prioritised from this application.

Nevertheless, Officers are recommending that a secondary school contribution is secured as part of the planning obligation relating to the Lingley Mere application to provide additional capacity at St Gregory’s High School and Great Sankey High School. Secondary school contributions will also be sought from other future housing sites in west Warrington.

The Proposed Mixed Use Hub

The proposed mixed use area would provide ancillary uses, in part, to support the development already underway on Omega and would comprise:

- 2000 sq m supermarket
- 1500 sq m non-food and other retail
- 2850 sq m hotel
- 2000 sq m food and drink uses
These uses are “town centre uses”, according to the NNPF – and so the sequential and impact test have been applied. The key local policies in this regard are CS2, CS8 and SN5.

CS2 aims to ensure that defined centres – such as local and neighbourhood retail centres – maintain their role and status by being the focus for further retail development, and by strictly controlling inappropriate out of centre retail development.

CS8 covers Omega and Lingley Mere, and recognises the need to provide ancillary uses to support the scale and nature of proposed employment development in the interests of sustainability. Uses which do not directly support the Omega workforce should only be supported where this would not undermine the Overall Spatial Strategy. The Core Strategy does not set out the exact scale of ancillary development which would be regarded as appropriate, however the applicant has set out that the proposed scale of the hub uses is appropriate and would not undermine the status of any existing centres. It is set out by the applicant also that the role of the hub should take account of the need to support the significant residential development now proposed, as well as the business occupiers. The provision of a range of shops, services and food & drink uses within the hub would provide a focus for both the Omega workforce and future residents.

The sequential test is set out in the submitted retail statement. It is argued that there is a need to provide a range of complementary uses, to support Omega and to ensure a sustainable form of development. The case is made that the hub would have wider benefits, and so it would not be appropriate to disaggregate any standalone elements of the proposed scheme, by re-locating them to an alternative (sequentially preferable) location. The relocation of some elements from Omega would dilute the overall mix of uses and would tend to make their proposed co-location at the hub less sustainable, for example by preventing shared trips. Only three vacant units were identified in Westbrook District Centre and one in Honiton Square Neighbourhood Centre, each of which were too small and constrained to accommodate the proposed scale and nature of proposed uses. Overall, it is accepted that the proposals could not be accommodated at a sequentially preferable site elsewhere.

In terms of potential impact on existing centres, the assessment concludes that the proposed retail uses would draw trade primarily from within the Omega development itself, and then goes on to assess the potential impact based on the considerations in paragraph 26 of the NPPF – including the impact on existing, committed and planned public and private investment and impact on town centre vitality and viability. The NPPF impact assessment concludes that the scheme will not have an unacceptable impact on any of the defined centres in the catchment area, or any other centre. The proposed supermarket and non-food retail units would inevitably divert some trade from Asda in Westbrook District Centre and Sainsbury’s in Chapelford Neighbourhood Centre, as well as smaller stores in Westbrook and Honiton.
Square. However, it is acknowledged that the retail impact of the application scheme is not at a level that will undermine the performance and viability of these stores or the centres as a whole.

It is agreed that, overall, the trade impacts of the proposed retail development at Omega would be outweighed by the benefits which the wider scheme can deliver and that the proposed mix of retail and leisure uses would deliver the scale and type of ancillary facilities required to support the sustainable development of the Omega site.

Nature Conservation Matters
Detailed advice on ecological impact and mitigation is set out above. There is no objection subject to conditions to require detailed landscape plans as part of the reserved matters proposals and the implementation of the submitted Ecological Protection Plan for Construction, which includes the proposal to employ an Ecological Clerk of Works. Overall, it is considered that tests i) and ii) - as set out in the Nature Conservation response above have been met.

Public Open/ Children’s Play Space
It is accepted that extensive areas of green infrastructure and soft landscaping would be provided as part of the “Green Heart” feature and the large area of protected habitat and green corridor which runs from the west to the north of the site will contribute to open space provision to serve the proposed residential areas. In addition, two or three appropriately located Local Equipped Areas of Play (LEAPs) will be required – to make “doorstep” provision for children’s play, totalling circa 0.5 ha in total area. The LEAPs would be maintained by private arrangement, rather than by the Council.

Section 106 Matters and Other Deliverables
As referred to above, the Council has engaged external, independent advice to review the Viability Assessment of the proposals undertaken by the applicant – in order to confirm the value of financial contributions which the development might sustain. In summary, a Section 106 Planning Obligation would be entered into to secure:

- A contribution of circa £5.7m towards the total cost of £13.68m for site acquisition and construction of the re-located and expanded Barrowhall Lane primary school.
- A contribution of £1.25 million for improvements at J8 of M62
- A £500k contribution towards sustainable transport in the vicinity of the site.
- The transfer of land to safeguard the future provision of a junction improvement scheme at the Lingley Green Avenue/ Omega Boulevard junction
- A contribution to an increased flare length of up to 100m length on the Omega Boulevard arm of the Omega Boulevard / Lingley Green Avenue / Barrowhall Lane roundabout to provide an extended two lane approach as shown on drawing SK306 Revision B.
- LEAP provision, management and maintenance in accordance with (00)995 LEAP Play Area Plots Site Plan
- The offer of primary health care provision to the NHS on a “first refusal” basis
- 20 per cent of total site capacity in the form of on-site Starter Homes

Other provision delivered by the proposed development would be:
  a) Additional primary health care/ GP facilities
  b) An 80 bed extra care facility to provide specialist residential care for elderly people
  c) A package of improvements to the local highway network to mitigate the increased traffic flows that would result from the development

Whilst it is acknowledged that the financial viability of the scheme – which has been the subject of separate viability assessment on behalf of the Council – cannot add further to the list of deliverables which can be realised at this stage – in particular by contributing towards sport and recreation facilities in the way suggested by Sport England – a contribution towards upgraded sports facilities at the Great Sankey hub is proposed to be secured from the Lingley Mere application. This contribution has been agreed with LiveWire.

Approval of this application would set the scene for detailed proposals - which would deliver housing to help meet the Borough’s need to show a “five year supply” of residential land. Twenty per cent of the total residential site capacity (ie circa 220 units), would be delivered as Starter Homes within the application site.

The mixed use element would deliver an Extra Care facility and would reserve sufficient space for a primary care/ GP facility. The other mix of uses proposed – including an element of retailing - would help support the new residential community, and would reduce the need to travel by car to destinations further afield for some daily needs. Situated near to the new primary school which is currently under construction, the proposals are considered to be a realistic and positive alternative to the original vision of Omega South as an exclusively business-orientated location.

Recommendation

Should Members elect to approve the application, the matter would then be referred to the National Planning Casework Unit (NPCU) - as a Departure application – under the Town and Country Planning (Consultation) (England) Direction 2009.

Subject to no new material matters being raised; to referral to the NPCU; and subject to conditions and the agreed S106 package of measures – it is recommended that authority is delegated to the Executive Director of Economic Regeneration, Growth and Environment to grant outline planning permission for the development proposed

Recommendation
Approve subject to Conditions

Conditions & Reasons

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission or two years from the approval of the last of the reserved matters as defined by condition 2 below, whichever is the later.

Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 92 (as amended) of the Town & Country Planning Act 1990.

2. Unless otherwise agreed in writing in advance with the local planning authority, the development hereby permitted shall not be carried out other than in strict accordance with the submitted details, plans and drawings as follows, any subsequently approved reserved matters:

- M62 Junction 8 Improvements - M62-Jnt8-WSP-01-ZZ-DR-J-0020 P3;
- (00)995 LEAP Play Area Plots Site Plan;
- (00)901A Proposed Site Plan;
- (00)910D Proposed Land Use;
- (00)911C Proposed Phasing;
- (00)912D Proposed Building Heights;
- (00)913D Proposed Building Densities;
- (00)914C Proposed Access and Vehicular Circulation;
- (00)915D Proposed Access and Pedestrian Circulation;
- (00)916C Proposed Site Levels;
- (00)919 Residential Phase One Concept Plan;
- (00)920 Mixed Use Residential & Commercial Concept Plan;
- IANC14002800-(00)917B Existing Trees & Hedges Removal - Retention;
- IANC14002800-(00)918B Proposed Landscape;
- SK302B Whittle Avenue/Lingley Green Avenue Potential Roundabout Improvements;
- SK306B Lingley Green Avenue/Omega Boulevard Potential Roundabout Improvements;
- SK307A Burtonwood Road/Lockheed Road Potential Roundabout Improvements;
- SK309B Burtonwood Road/Whittle Avenue Roundabout Mitigation Measures T16-014-LAND-01 – Land Required Eastern Verge

a) Details of the reserved matters set out below (the reserved matters) shall be submitted to the Local Planning Authority for approval within 15 years from the day of this permission:

i. layout;
ii. scale;
iii. appearance; and
iv. landscaping;
b) The reserved matters shall be carried out as approved.

c) Approval of all reserved matters for individual development plots shall be obtained from the Local Planning Authority in writing before development of the corresponding plot is commenced.

Reason: To define this permission and to enable the Local Planning Authority to control the development in detail and to comply with Section 92 (as amended) of the Town & Country Planning Act 1990.

3. No development shall commence on individual phases until a local employment scheme - including the delivery of jobs and/or training opportunities during the construction period - for the corresponding phase has been submitted to the local planning authority for approval. The scheme shall also outline the means of maximising the local impact from the development in terms of contracting and supply chain opportunities for local businesses and job opportunities for the local community/residents. The approved employment scheme shall be fully implemented.

Reason: In order to accord with Policy PV3 of the Warrington Core Strategy

4. No development shall take place within the application site boundary until the applicant, or their agents or successors in title, 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 in writing by the local planning authority. The work shall be carried out strictly in accordance with the approved scheme.

Reason – In the interests of the heritage and archaeological value of the site in accordance with paragraph 141, Section 12 (Conserving and Enhancing the Historic Environment) of the National Planning Policy Framework (2012), and the still current PPS5 Planning for the Historic Environment: Historic Environment Planning Practice Guide (Department for Communities and Local Government, Department for Culture Media and Sport, English Heritage, 2010). The wording of this condition also reflects the fact that it is essential that full details of the programme of archaeological mitigation have been formally agreed and approved before any development work starts on site as this will ensure that sensitive archaeological strata are not damaged by any preparatory groundworks(demolition of buildings, removal of foundations, preliminary earthmoving, etc). This is in accordance with policy QE8 of the adopted Warrington Core Strategy.

5. Prior to commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) for each phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme (s) shall be restricted to existing greenfield runoff rates and unless otherwise agreed in writing by United Utilities, no surface water shall discharge to the public sewerage system.
either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: In order to comply with the NPPF, Policy QE4 and QE6 of the Warrington Core Strategy and the Warrington SPD: Design and Construction

6. No development shall take place until such time as a scheme to manage the risk of flooding from overland flow of surface water for each phase or sub-phase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to comply with the NPPF, Policy QE4 and QE6 of the Warrington Core Strategy and the Warrington SPD: Design and Construction

7. Unless otherwise agreed in writing with the Planning Authority the approved maximum floorspace limits for development within Zones 3 - 5 (excluding residential floorspace), as defined by STAGE TWO MASTERPLAN OPPPLANNING APPLICATION PROPOSED LAND USE (00)910 Rev. D. will be as follows:
   i. Hotel (Use Class C1) - 2,850 sqm GFA
   ii. Residential Institution (Use Class C2) - 80 beds
   iii. Supermarket (Use Class A1) - 2,000 sqm GFA
   iv. Shops (non-food) (Use Class A1) - 1,500 sqm GFA
   v. Financial & Professional Services (Use Class A2), Restaurants & cafes (Use Class A3) drinking Establishments (Use Class A4) and Hot Food Takeaways (Use Class A5) - 2,000 GFA
   vi. Non-residential Institutions (to include Primary Care Facility) (Use Class D1) - 1,500 sqm GFA

Reason - To define this permission.

8. Before construction of the individual uses or buildings hereby approved within Zones 3-5 commences, a schedule of external materials - including the colour and treatment of external surfaces - to be used in connection with the corresponding development shall be submitted to and approved in writing by the Local Planning Authority, and the approved materials shall be used in the implementation of the development and thereafter so retained.

Reason - In the interests of the appearance of the development in accordance with policy QE7 of the Local Plan Core Strategy.

9. All trees to be retained on site shall be protected in accordance with BS 5837:2012 *Trees in relation to design, demolition and construction*. The development of individual phases shall not commence unless and until the measures required by the British Standard for that phase are implemented and all measures required shall continue until the development has been completed.

Reason: To ensure that the trees on the site are protected during construction works in the interests of local amenity, and in order to comply Policy QE7 of
the Warrington Core Strategy and the Warrington SPD: Design and Construction.

10. A landscape management plan for individual phases, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any use or building on corresponding phases hereby permitted within Zones 3-5 and the landscape management shall be carried out in accordance with the approved plan over the period specified.

Reason - To make provision for future management and maintenance in accordance with policies QE3 and QE7 of the Local Plan Core Strategy and with the adopted Design and Construction SPD.

11. In addition to the requirement of conditions which relates to the whole of the application site, each reserved matters application for development of any individual residential parcel or part of that parcel within Zone 6, as set out in STAGE 2 MASTERPLAN OPP PLANNING APPLICATION PROPOSED LAND USE (00)910 Rev. D and hereby approved, shall not be commenced until the following information, relating to that parcel or part thereof, has been submitted to and agreed in writing by the Local Planning Authority:

a) Detailed proposals for open space; children’s equipped play space/equipment and any outdoor sport and recreational space together with measures for its maintenance and management.

b) Before construction above ground level of any dwelling, or ancillary building, which forms part of the corresponding parcel or part thereof hereby approved, a schedule of materials and finishes to be used on the external surfaces (including samples where appropriate) of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall be used in the implementation of the corresponding development.

Reason: In order that the proposal accords with policies SN2; QE3; QE6 of the Warrington Core Strategy; with the Environmental Protection and Design and Construction SPDs and with the National Planning Policy Framework.

12. No development shall take place until a Comprehensive Method Statement has been submitted to and approved in writing by the Local Planning Authority giving details of measures to be taken to protect the specially protected species Great Crested Newts. The Method Statement must be prepared by a suitably qualified person. Once approved, the Method Statement must be implemented in full. Implementation of the Method Statement will involve a separate Licence, to be obtained from Natural England following the grant of planning permission but before undertaking any works that could harm great crested newts.

Reason – In the interests of protected species and their habitat in accordance
with Circular 06/05, Wildlife and Countryside Act 1981 (as amended) and the Habitats (Natural Habitats, &c.) Regulations 2010 and in order to comply with the NPPF and Policy QE5 of the Warrington Core Strategy.

13. No development shall take place on any individual phase until an Ecological Protection Plan for Construction has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

a. An appropriate scale plan showing ecological protection zones where construction activities are restricted and where protective measures will be installed or implemented.

b. Details of ecological features of importance such as mature trees, woodland, hedgerows, ponds and protected species including great crested newts.

c. Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction. These to include measures relating to breeding birds, mammals and amphibians including great crested newts, the throughput of construction and other vehicular traffic, timing of operational activities; the erection of protective fencing at agreed distances from sensitive habitats and wildlife areas.

d. A timetable to show phasing of construction activities to avoid periods of the year when activities could be harmful, such as the bird nesting season and other wildlife breeding or hibernation seasons or times at which habitats may be most sensitive for example when setting seed.

e. Persons responsible for; (a) Compliance with legal consents relating to nature conservation; (b) Compliance with planning conditions relating to nature conservation; (c) Installation of physical protection measures during construction; (d) Implementation of sensitive working practices during construction. (e) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction; (f) Provision of training and information about the importance of ecological protection zones to all personnel on site. (g) Species monitoring All construction activities shall be implemented in accordance with the approved details and timing of the plan unless otherwise approved in writing by the Local Planning Authority.

Reason – In the interests of protected species and their habitat in accordance with Circular 06/05, Wildlife and Countryside Act 1981 (as amended) and the Habitats (Natural Habitats, &c.) Regulations 2010 and in order to comply with the NPPF and Policy QE5 of the Warrington Core Strategy.

14. As part of the reserved matters application (s), a habitat management plan for each phase shall be submitted to and approved by the local planning authority. The plan shall make reference to:

i. Description and evaluation of the features to be managed;

ii. Ecological trends and constraints on site that may influence management;

iii. Aims and objectives of management;

iv. Appropriate management options for achieving aims and objectives;

v. Prescriptions for management actions;
vi. Preparation of a work schedule (including a 5 yr project register, an annual work plan and the means by which the plan will be rolled forward annually);

vii. Personnel responsible for implementation of the plan;

viii. Monitoring and remedial / contingencies measures triggered by monitoring. The plan shall be carried out as approved, unless otherwise approved in writing by the local planning authority.

Reason – In the interests of protected species and their habitat in accordance with Circular 06/05, Wildlife and Countryside Act 1981 (as amended) and the Habitats (Natural Habitats, &c.) Regulations 2010 and in order to comply with the NPPF and Policy QE5 of the Warrington Core Strategy.

15. Prior to the commencement of development a Phasing Plan is to be submitted and agreed in writing by the Local Planning Authority which will link the delivery of the local highway improvements to the proposed development phasing. These highway improvements are as detailed on plans SK302 Revision B and SK305 Revision D.

Reason – To mitigate the identified impact of the proposed development to ensure adequate provision and in the interests of highway and pedestrian safety in accordance with policies CS1; CS4; and QE6 of the Local Plan Core Strategy for Warrington.

16. Prior to the first occupation of the first home on each of the residential phases hereby approved a travel plan for that corresponding phase shall be submitted to and agreed in writing by the Local Planning Authority. The travel plan for each phase shall be implemented in accordance with the approved details and shall be retained as such thereafter.

Reason – To facilitate travel by the most sustainable means in accordance with policies CS1; CS4; QE6 and MP7 of the Local Plan Core Strategy for Warrington.

17. Prior to the commencement of development on each individual phase, a detailed highway layout which accords with the Council’s Design Guide shall be submitted to and agreed in writing by the Local Planning Authority. The detailed highway layout shall be constructed in accordance with the approved details prior to the first occupation of the development and shall be retained as such thereafter.

Reason - To ensure adequate provision in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington and with the Standards for Parking in New Development SPD.

18. Prior to the commencement of development on each individual phase, a parking layout which accords with the Councils Standards for Parking in New Developments document shall be submitted to and agreed in writing by the Local Planning Authority. The parking layout shall be implemented in accordance with the approved details prior to the first occupation of the
development and shall be retained as such thereafter.

Reason - To ensure adequate provision in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington and with the Standards for Parking in New Development SPD.

19. No development (other than demolition and site clearance works) shall take place on any individual phase of development until the steps in Sections A and B below are undertaken:

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

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

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

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

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

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; with paragraph 121 of the National Planning Policy Framework (March 2012), and with Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

20. The development shall not be taken into use on any individual phase of development until the following requirements have been met and required information, for that phase, has been submitted to and approved by the Local Planning Authority (LPA):
A: REMEDIATION & VERIFICATION: Remediation and verification shall be carried out in accordance with an approved strategy. Following completion of all remediation and verification measures, a Verification Report must be submitted to the LPA for approval.

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

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

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

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; with paragraph 121 of the National Planning Policy Framework (March 2012), and with Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

21. Prior to the commencement of any works on site on any individual phase of development, the applicant shall provide in writing a Construction Environmental Management Plan (CEMP) to the LPA for written approval. The CEMP shall review all construction operations proposed on site and shall cover as a minimum the following areas of work on a phase by phase basis, identifying appropriate mitigation measures as necessary: Proposed locations of Site Compound Areas, Proposed Routing of deliveries to Site Compounds or deliveries direct to site, Proposed delivery hours to site, Proposed Construction Hours, Piling Method Statements, Powerfloating Method Statement, Acoustic mitigation measures, Control of Dust and Air Quality on site and consideration for joining a Considerate Contractors Scheme. The CEMP shall consider in each case issues relating to noise, dust, odour, control of waste materials and vibration. Once approved in writing, All identified measures within the CEMP shall be implemented in accordance with the requirements therein and shall be reviewed on a regular basis and in case of receipt of any justified complaint. Any changes to the identified CEMP mitigation measures from either the regular review process or following receipt of a complaint shall be forwarded to the Local Planning Authority within 24hrs of a change being agreed or implemented.
Reason: To protect residential amenity from adverse impacts on amenity through noise, dust, air quality and general disturbance over a prolonged build and demolition process in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

22. The proposed cooking equipment on any individual A3 or A5 use shall have an associated air extraction and filtration system which is commensurate to the level of kitchen odour emitted from the business. Details of the air extraction and filtration system shall be submitted to and approved by the LPA prior to the commencement of use and shall be in accordance with guidance contained within the ‘Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems’ document issued by DEFRA dated January 2005. All agreed extraction and filtration systems shall be installed and commissioned prior to the commencement of use and shall be utilised thereafter whenever the commercial kitchen is being used.

Reason: - To safeguard the local environment from undue noise and disturbance (including fumes, odours and vibration) that would cause demonstrable harm to residential and commercial amenity and to preserve the quality of the local environment in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

23. Prior to the submission of a detailed residential reserved matters application relating to residential Zone 6, Phase 5 the applicant shall submit details of acoustic protection measures to be implemented on the boundary of the site with the Royal Mail depot. The acoustic protection measures shall be clearly identified within the proposal and shall include details of the height of acoustic fencing/acoustic bunding – or combination thereof, as well as details of any subsequent stand-off zone to the south of the fencing/bunding to enable distance attenuation to take place. Once approved in writing by the Local Planning Authority, the applicant/developer for Zone 6 Phase 5 shall be able to utilise the detail hereby approved to inform further acoustic mitigation measures and layout/design necessary for that phase to enable appropriate residential noise standards to be met. All identified acoustic mitigation measures shall be completed in full prior to the first occupation of any property on Zone 6 Phase 5.

Reason: To protect residential amenity from adverse impacts on amenity through operational noise from the adjacent Royal Mail Depot in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

24. Noise – Acoustic Mitigation & Stand-off zone – Zone 6 Phase 7
Prior to the submission of a detailed residential reserved matters application relating to residential zone 6 phase 7 the applicant shall submit details of acoustic protection measures to be implemented on the boundary of the site
with the HGV access road to the Royal Mail depot. The acoustic protection measures shall be clearly identified within the proposal and shall include details of the height of acoustic fencing/acoustic bunding – or combination thereof, as well as details of any subsequent stand-off zone to the east of the fencing/bunding to enable distance attenuation to take place.

Once approved in writing by the Local Planning Authority, the applicant/developer for Zone 6 Phase 7 shall be able to utilise the detail hereby approved to inform further acoustic mitigation measures and layout/design necessary for that phase to enable appropriate residential noise standards to be met. All identified acoustic mitigation measures shall be completed in full prior to the first occupation of any property on Zone 6 Phase 7.

Reason: To protect residential amenity from adverse impacts on amenity through noise from HGV noise from the operation of the adjacent Royal Mail Depot in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

25. Noise – Submission of acoustic mitigation measures for Zone 6 Phase 5

The applicant shall submit with any reserved matters application for Zone 6 Phase 5 a detailed scheme of acoustic mitigation measures to ensure that future residential properties in the phase reach levels identified within the WSP Acoustic Report Ref No 70009968_SER titled Zones 3-6 Omega South – Supplementary Environmental Report – specifically paragraph 5.2.13 relating to an internal noise level no greater than 30dB LAr, Tr internally and achieving no greater than 50dB LAr, Tr in external amenity areas. Internal noise levels shall not exceed 45dB LAmx more than 10 times between 23.00hrs and 07.00hrs the following day. Mitigation measures may have to inform the overall site layout and open space provisions to achieve suitable noise levels. The report shall identify which plots and rooms require sealed non-openable windows due to elevated external noise levels. All other properties must consider if relying on closed windows to meet the guide values that there needs to be an appropriate alternative ventilation that does not compromise the façade insulation or the resulting noise level. The scheme of acoustic mitigation measures shall also undertake and include a full consideration of a BS4142:2014 assessment accounting for all identified acoustic mitigation measures that determines impacts from the adjacent Royal Mail depot at different plots on the site to ensure valid/justified complaints from noise from the Royal Mail depot shall not occur. Any areas of the site that cannot meet the above requirements shall be deemed to be unsuitable for residential use and shall not be developed for such purposes.

Once approved in writing by the Local Planning Authority, all agreed acoustic mitigation measures for any individual plot shall be implemented in full prior to the occupation of that individual plot. The Local Planning Authority shall be notified of the completion of any plot(s) by way of a validation report identifying all mitigation measures included for that(those) plot(s).

Reason: To protect residential amenity from adverse impacts on amenity from
operational noise from the adjacent Royal Mail Depot in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

The applicant shall submit with any reserved matters application for Zone 6 Phase 6 a detailed scheme of acoustic mitigation measures to ensure that future residential properties in the phase reach levels as follows:
• an internal noise level no greater than 30dB LAeq, t
• no greater than 50dB LAeq, t in external amenity areas.
• Internal noise levels not to exceed 45dB LAmax more than 10 times between 23.00hrs and 07.00hrs the following day.

Mitigation measures may have to inform the overall site layout and open space provisions to achieve suitable noise levels and can include mitigation provided by other pre-completion conditions relating to boundary treatments around the Royal Mail site.

All properties must consider if relying on closed windows to meet the guide values, that there needs to be appropriate alternative, ventilation that does not compromise the façade insulation or the resulting noise level. Once approved in writing by the Local Planning Authority, all agreed acoustic mitigation measures for any individual plot shall be implemented in full prior to the occupation of that individual plot. The Local Planning Authority shall be notified of the completion of any plot(s) by way of a validation report identifying all mitigation measures included for that (those) plot(s).

Reason: To protect residential amenity from adverse impacts on amenity through elevated HGV noise from the operation of the adjacent Royal Mail Depot in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

27. Noise – Submission of acoustic mitigation measures for Zone 6 Phase 7
The applicant shall submit with any reserved matters application for Zone 6 Phase 7 a detailed scheme of acoustic mitigation measures to ensure that future residential properties in the phase reach levels as follows:
• an internal noise level no greater than 30dB LAeq, t
• no greater than 50dB LAeq, t in external amenity areas.
• Internal noise levels not to exceed 45dB LAmax more than 10 times between 23.00hrs and 07.00hrs the following day.

Mitigation measures may have to inform the overall site layout and open space provisions to achieve suitable noise levels and can include mitigation provided by other pre-completion conditions relating to boundary treatments around the Royal Mail site.
All properties must consider if relying on closed windows to meet the guide values that there needs to be appropriate alternative ventilation that does not compromise the façade insulation or the resulting noise level.

Once approved in writing by the Local Planning Authority, all agreed acoustic mitigation measures for any individual plot shall be implemented in full prior to the occupation of that individual plot.

The Local Planning Authority shall be notified of the completion of any plot(s) by way of a validation report identifying all mitigation measures included for that plot(s).

Reason: To protect residential amenity from adverse impacts on amenity through elevated HGV noise from the operation of the adjacent Royal Mail Depot in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

28. Noise from Road Traffic – Zone 6, Phases 1, 2, 3, 4 & 5. Prior to the occupation of any plot in any of the phases 1 through 5 in Zone 6, the applicant shall submit details of incident noise from road traffic from any one or combination of Whittle Avenue, Lingley Green Avenue and/or Omega Boulevard that may impact upon residential plots. Noise levels identified within BS8233:2014 shall be achieved internally and in external amenity areas which are for the avoidance of any doubt as follows:
• an internal noise level no greater than 30dB LAeq, t
• no greater than 50dB LAeq, t in external amenity areas.
Any plots demonstrating modelled exceedences of the noise levels indicated above shall be highlighted and appropriate acoustic mitigation measures shall be proposed to the Local Planning Authority for written approval prior to the commencement of the use of any individual plot. All properties must consider if relying on closed windows to meet the guide values that there needs to be appropriate alternative ventilation that does not compromise the façade insulation or the resulting noise level. Once approved in writing by the Local Planning Authority, all agreed acoustic mitigation measures for any individual plot shall be implemented in full prior to the occupation of that individual plot.

Reason: To protect residential amenity from adverse impacts of road traffic noise from the major roads around the periphery of the residential development in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

29. External Area Lighting – Mixed Use Zones – Zones 3, 4 & 5. Prior to the erection of any external area lighting or floodlighting on any plot of Zones 3, 4, 5 or 6, the applicant shall submit a comprehensive assessment of lighting details for the entire plot. The scheme shall show levels of illumination around the site (isolux drawings) and shall show any overspill beyond the site boundary. Mitigation measures or installation requirements shall be clearly identified within the scheme as shall control measures such as time
clocks/light sensors or other control methods. Once approved, the agreed scheme shall be implemented fully on a phase by phase basis prior to the use of that lighting being used and shall be retained as approved thereafter.

Reason: - In the interest of protecting residential amenity from adverse impacts from external lighting in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

30. Insulation Of Building Plant & Equipment.
Any heat pumps, air conditioning plant or lift motors/equipment within zone 6 (any phase) shall be acoustically insulated to a scheme submitted to and approved by the LPA prior to the use commencing. The scheme shall ensure that the rated noise level at the boundary of the nearest noise sensitive dwelling does not increase above the existing background noise level. Once approved in writing by the Local Planning Authority, all agreed mitigation measures shall be implemented in full prior to the commencement of use and shall be maintained and retained thereafter for the duration of the use.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

31. Insulation Of Building Plant and Equipment – Mixed Use Zones – Zones 3, 4 & 5 & 6
Any building plant or equipment within zones 3, 4, 5 or 6 shall be acoustically insulated to a scheme submitted to and approved by the LPA prior to the commencement of use of any plot. The scheme shall ensure that the rated noise level at the boundary of the nearest noise sensitive dwelling does not increase above the existing background noise level. Any mitigation measures proposed to attain this level shall be clearly identified. Once approved in writing by the Local Planning Authority, all agreed mitigation measures shall be implemented in full prior to the commencement of use and shall be maintained and retained thereafter for the duration of the use.

Reason: To prevent an adverse increase in background noise levels and protect the amenity of any residents in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

32. Hours of use – Mixed Use Zones – Zones 3, 4 & 5 & 6
Details of the proposed hours of use of individual plots on zones 3, 4, 5 and 6 shall be agreed with the local planning authority, in writing, prior to the commencement of use of that plot.

Reason: To prevent adverse impacts on residential amenity from mixed use zone activities arising from extensive operating hours in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning
33. Details of the proposed deliveries to, collections from and waste collections for any individual plot within the mixed use zone – Zones 3, 4, 5, or 6 shall be submitted to the Local Planning Authority prior to the commencement of use of that plot. Once approved in writing by the Local Planning Authority, the agreed hours shall not be exceeded, unless the written agreement of the local planning authority is first given.

Reason: To prevent adverse impacts on residential amenity from mixed use zone activities arising from deliveries, collections and refuse disposal activities in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

34. No part of the development pursuant to this planning application beyond 400 dwellings shall be occupied unless and until the highway works set out in plan/drawing M62 Junction 8 Improvements - M62-Jnt8-WSP-01-ZZ-DR-J-0020 P3 - M62 Junction 8 Improvements are implemented and fully open to traffic to the satisfaction of the Planning Authority in consultation with the Local Highway Authority and Highways England Company (as Highway Authority for the Strategic Road Network).

Reason – In interests of highway safety and the free flow of traffic in accordance with policies CS1; CS4; and QE6 of the Local Plan Core Strategy for Warrington.

35. There shall be no development on or adjacent to any motorway embankment, earthworks or retaining wall that would put any such embankment, earthworks or retaining walls at risk. No drainage from the junction improvement works shall connect or run off into the motorway drainage system, nor shall any related works adversely affect any motorway drainage.

Reason - In order to safeguard the efficient operation of the M62 motorway and its related junction 8 would continue to effectively fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980, and in the interests of maintaining the safety of this part of the trunk road network for highway users.

36. At reserved matters stage, provision should be made within the development for a new primary health facility of approximately 1,500 sq.m (in accordance with the Warrington Strategic Estates Strategy).

Reason - In order to ensure delivery of an appropriate facility to mitigate the impact of the proposal on the existing primary health care network in accordance with policies CS1 and SN7 of the Local Plan Core Strategy for Warrington.

37. There shall be no material commencement on any part of the
application site whatsoever until details of a suitable funding mechanism to deliver the agreed provision of the following measures has been submitted to and agreed in writing by the local planning authority:-
- A contribution of circa £5.7m towards the total cost of £13.68m for site acquisition and construction of the re-located and expanded Barrowhall Lane primary school.
- A contribution of £1.25 million for improvements at J8 of M62
- A £500k contribution towards sustainable transport in the vicinity of the site.
- The transfer of land to safeguard the future provision of a junction improvement scheme at the Lingley Green Avenue/ Omega Boulevard junction
- A contribution to an increased flare length of up to 100m length on the Omega Boulevard arm of the Omega Boulevard / Lingley Green Avenue / Barrowhall Lane roundabout to provide an extended two lane approach as shown on drawing SK306 Revision B.
- LEAP provision, management and maintenance in accordance with (00)995 LEAP Play Area Plots Site Plan
- The offer of primary health care provision to the NHS on a “first refusal” basis
- 20 per cent of total site capacity in the form of on-site Starter Homes

Reason - To mitigate for the impact of the development.

Informatics

1. The local planning authority (LPA) has engaged with the applicant at pre-application stage and has agreed the extension of time for the determination of the application to allow progress towards the making of a positive recommendation. The LPA is therefore considered to have accorded with paragraphs 186 and 187 of the NPPF.

2. Zoning Information Derivation Informative:-
The zoning information for relevant conditions above including phase descriptions is derived from the following drawing:
Archial Norr Omega South Warrington Masterplan inc Residential, Project No IANC 14002800, Dwg No (00)911 Rev B. Drawing Title – Stage Two Masterplan EIA Drawings Proposed Phasing, Dated 5/07/15.

Supplementary Planning Document Advice:-
For further advice concerning Contaminated Land Assessments, Air Quality Assessments, Odour Assessments, Noise or Lighting requirements, please refer to the Environmental Protection Supplementary Planning Document for further detail (http://www.warrington.gov.uk/downloads/download/1212/spd_environmental_protection)

For further advice please contact Mrs Angela Sykes regarding Contaminated Land on 01925 442557, Mr Richard Moore regarding Air Quality on 01925 442596 or Mr Steve Smith regarding Odour, Noise or Lighting on 01925
Smoke Control Informative:-
All properties within the site are covered by a Smoke Control Order - The Warrington RDC No 8 (Great Sankey) Smoke Control Order 1972. Any solid fuelled appliances installed will need to be DEFRA approved devices and shall only burn fuels approved for that specific device. Any solid fuelled device will require fitting and certification by a HETAS registered installer.

Food Safety/Health & Safety Advice and Guidance – Commercial End Uses:-
The applicant is advised to seek further advice and guidance on Food Safety/Health & Safety matters from the Commercial Environmental Health Team. Advice and guidance is provided for a nominal charge and may assist the applicant with the smooth operation of the business. Please contact the following number for further advice: 01925 442645.

Licensing:-
A separate licensing application may have to be made for a new licence to operate certain regulated uses at premises from the Licensing Authority. For further advice and guidance on this subject, please e-mail the licensing team at the following address: cexlicensing@warrington.gov.uk

3. Prior to the commencement of works to the accesses to the public highway, an agreement under Section 278 of the Highways Act 1980 shall be entered into with the Council. To action, the applicant should contact John Drake on 01925 442668.
Appendix

Extract from Approved Masterplan – showing Phase 3 to 6 in Relation to the Existing Royal Mail Base and the Proposed “Green Heart”
Application Number: 2016/27313

Location: Land bounded by Omega Boulevard & Lingley Green Avenue, (Eastern Section of Lingley Mere Business Park), Great Sankey, Warrington

Ward: Whittle Hall

Development

Outline Planning - Application for Outline Planning Permission With Some Matters Reserved for proposed demolition of all existing on site buildings and structures and redevelopment to provide up to 275 Class C3 residential units, together with associated landscaping, open space and supporting infrastructure, including the creation of a new vehicular access road into Lingley Mere Business Park. All matters reserved for future approval except access.

Date Registered: 25-Jan-2016

Applicant: Lingley Mere Business Park Dev Co.

8/13/16 Week Expiry Date: 24-Apr-2016

Executive Summary

The proposal is an outline application for 275 new homes together with open space and other supporting local uses.

The application site forms part of the wider Omega and Lingley Mere Strategic Proposal site in the Local Plan Core Strategy, as shown in the plan below. The application site is located within the south western part of the Strategic Proposal site, to the south east of the existing Lingley Mere office development. Large scale logistics and distribution employment development has been completed within the northern part of the Strategic Proposal site, to the north of the M62. Large scale distribution and manufacturing employment development is also progressing south of the M62 together with a major new green park and future business park.

The south eastern part of the Strategic Proposals site, immediately to the east
of the application site, is subject to an outline application for up to 1,100 new homes together with a new local centre – comprising local shops, a medical centre, hotel, a residential care home for elderly people and other supporting local uses.
The Strategic Proposal is in effect an urban extension to west Warrington. It is important to consider the application on its own merits but also in this wider context in order to ensure that a sustainable balance of new homes, jobs, local services and supporting infrastructure is delivered.

It is considered that the application makes a vital contribution in this respect, in particular through provision of

- 275 new homes to contribute to Warrington’s housing needs, including 20% on-site affordable homes;
- A £1,011,203 contribution towards the costs of delivering the new Barrow Hall Lane primary school, located in proximity to the application site;
- A £914,216 contribution towards the costs of providing additional capacity at St Gregory's High School and Great Sankey High School;
- A £344,581 contribution towards the refurbishment of the existing artificial grass pitch and associated ancillary facilities - including refurbished changing rooms and additional car parking – at the Great Sankey Neighbourhood Hub
- The delivery of a series of local highways improvements to mitigate the new vehicular trips generated by the development and improve the wider local highway network in west Warrington
- Transfer of land worth approximately £678,000 to the Council to be reserved for future highway widening

Whilst the Local Plan Core Strategy is no longer explicit about the development of new homes within the Strategic Proposal site following the 2015 High Court ruling, the application will not compromise the delivery of the Local Plan’s employment land target. In the absence of a housing target and demonstrable 5 year housing land supply, the National Planning Policy Framework makes it clear that there should be a presumption in favour of sustainable development.

The application does not fully accord with the policy requirements of the Local Plan Core Strategy in terms of affordable provision. Officers have undertaken a comprehensive review of the applicant’s viability appraisal which has confirmed that the application is making the maximum viable contribution.

It is also important to consider that just as the application site provides benefits to the wider Strategic Proposal Site and west Warrington area, other elements of the Strategic Proposal Site provide benefits to the application site. In particular, the residents of the new development will benefit from easy pedestrian and cycle access to the major new park; to a wide range of local job opportunities; to the new nearby primary school and proposed new mixed use hub and to the upgrades to the local transportation network that have already been delivered (for example the new Skyline Drive).

Officers have also ensured that the planning obligation package recommended to be secured through this application has been coordinated with and is complementary to that of the Omega application. The proposed Omega planning obligations will contribute further to provision of school places, to further improvements to the local highway network and to improvements to Junction 8 of the M62.

In conclusion, the application is considered to make an important contribution in meeting Warrington’s strategic development needs and to ensuring the overall sustainability of the Omega and Lingley Mere Strategic Proposal site, to the benefit of the existing and future residential and working populations of west Warrington.
Members are therefore recommended to approve the application

Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:- Article 8 - The right to respect for private and family life, home and correspondence. Article 1 of Protocol 1 - The right of peaceful enjoyment of possessions and protection of property.

Reason for Referral to Committee

The proposal is for development which does not accord with Development Plan for Warrington and is recommended for approval. It is also considered expedient and appropriate to refer the matter by reason of the significant scale of the proposal.

Site and Proposal

This is an outline application – with details of access to be determined now. The proposals show the general extent and availability of areas for landscaping – although the detailed treatment of landscaping is a reserved matter.

As shown on the above site plan, the generally flat 9 ha site is within Lingley Mere Business Park, bounded to the east by Omega Boulevard and to the South by Lingley Green Avenue.

The existing buildings on the site are mainly occupied by United Utilities, with other occupiers being the Fire Service and Wates.

The southern edge of the site has a dense landscaped screen to Lingley Green Avenue, which is to be retained. The nearest existing residential development is Billington Close, next to Great Sankey Leisure Centre circa 30 metres from the southern edge of the application site, to the south of Lingley Green Avenue. There are larger numbers of existing houses further to the west off Barrowhall Lane and to the further to the south west of Freshwater Close.

It is envisaged that areas of public open space and equipped children’s play areas would integrate within the site forming attractive landscaping features and planting throughout the site and will incorporate mature trees on the site. Detailed landscaping is a reserved matter, and not for consideration now. A detailed ecological survey has been carried out, with no protected species being found. Ecological enhancements will be carried out as part of the landscaping proposals.

It is likely that a mix of 2, 2.5 and three storey houses will be brought forward
at detailed design stage.

The site is generally considered to be in a sustainable location within the urban area and well served by bus routes and local services.

**Consultation Undertaken by the Applicant**

The applicant consulted with by letter with the following in October 2015:
- ward councillors for Great Sankey North and Whittle Hall;
- with Great Sankey Parish Council in October 2015;
- the headteachers of Barrow Hall Community Primary School and Great Sankey High School

A public exhibition was held on 21st October 2015 between 2pm and 7pm at Lingley Mere Business Park

**Relevant Planning History**

The site has been subject to planning applications since 2004 for employment related development associated with Lingley Mere Business Park. The residential development now proposed would replace part of the consented B1 office development permitted under 2005/06804, referred to as the Phase 2 proposals (2007/11766):

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<th>Application Type</th>
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<td>2005/06595</td>
<td>Reserved Matters</td>
<td>30 Nov 2005</td>
<td>3 storey office</td>
</tr>
<tr>
<td></td>
<td>2007/11420</td>
<td>Full</td>
<td>16 Nov 2007</td>
<td>2,100m² (B1a) (rearrangement of equivalent floorspace previously permitted in outline)</td>
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<tr>
<td>Phase 2</td>
<td>2005/06804</td>
<td>Outline</td>
<td>2 Aug 2006</td>
<td>28,655m² B1 (office)</td>
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<td></td>
<td>2007/11766</td>
<td>Reserved Matters</td>
<td>14 Dec 2007</td>
<td>5,470m² B1 (office)</td>
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<td>2007/11763</td>
<td>Reserved Matters</td>
<td>14 Dec 2007</td>
<td>Landscaping</td>
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<tr>
<td></td>
<td>2007/12057</td>
<td>Full</td>
<td>25 Jan 2008</td>
<td>Temporary car park</td>
</tr>
<tr>
<td></td>
<td>2010/16920</td>
<td>Renewal</td>
<td>13 Sept 2010</td>
<td>132 Bed Hotel (renewal)</td>
</tr>
<tr>
<td></td>
<td>2013/21109</td>
<td>Renewal</td>
<td>11 Apr 2013</td>
<td>28,655m² B1 (renewal)</td>
</tr>
<tr>
<td>Phase 3</td>
<td>2006/09067</td>
<td>Outline</td>
<td>10 Jan 2007</td>
<td>1,600m² B2, 13,000 m² (B8), and 1,250 m² (B1)</td>
</tr>
<tr>
<td></td>
<td>2013/21105</td>
<td>Renewal</td>
<td>11 Apr 2013</td>
<td>1,600m² B2, 13,000 m² B8, and 1,250m² B1 (renewal)</td>
</tr>
</tbody>
</table>

**Planning Policies**

**National Planning Policy Framework**
Matters relating to the delivery of sustainable housing and other forms of development.

**Local Plan Core Strategy**
CS1 – Overall Spatial Strategy – Delivering Sustainable Development
CS2 - Overall Spatial Strategy - Quantity and Distribution of Development
CS3 - Overall Spatial Strategy – Maintaining a 10 Year Forward Supply of Housing Land
CS4 – Overall Spatial Strategy - Transport
CS8 – Omega and Lingley Mere
QE1 – Decentralised energy Networks and Low Carbon Development
QE3 – Green Infrastructure
QE4 – Flood Risk
QE5 – Biodiversity and Geodiversity
QE6 – Environment and Amenity Protection
QE7 – Ensuring a High Quality Place
MP1 – General Transport Principles
MP3 – Active Travel
MP4 – Public Transport
MP6 – Transport Infrastructure
MP7 – Transport Assessments and travel Plans
MP10 - Infrastructure
PV1 – Development in Existing Employment Areas
SN1 – Distribution and Nature of New Housing
SN2 – Securing Mixed and Inclusive Neighbourhoods
SN4 – Hierarchy of Centres
SN7 – Enhancing Health and Well-being

Supplementary Planning Documents
Design and Construction
Environmental Protection
Standards for Parking in New Development

Consultation Responses

Parish Council(s) – No response.

WBC Highways – The Highway team have no objection subject to conditions and to measures set out in the proposed S106 Agreement.

WBC Education – The Council’s Schools team have requested contributions towards the provision of new primary and secondary school places for the Omega and Lingley Mere developments. This consideration is set out in detail below.

WBC Public Health - The Council’s Public Health Team have requested that space is reserved within the local centre being promoted through the adjacent Omega application to provide a new primary health facility of approximately 1,500 sq.m, in accordance with the Warrington Strategic Estates Strategy. This new facility would provide capacity to serve the future residents of the Lingley Mere site.

WBC Environmental Protection – No objection, subject to conditions.

WBC Lighting – The proposed street lighting for the above planning application will be dealt with and assessed under Highway Section 38 and Section 278 Agreements. These are normally submitted by the developer or their representative directly to the Warrington Borough Council Street Lighting
Department for review and Technical Approval. If any other exterior lighting (private/non adopted highway) proposal is planned for the development, such as lighting the outsides of community support facilities, car parks etc. these will need to be reviewed by us for potential light pollution issues.

WBC Flood Risk – No objection, subject to conditions.

Archaeology - Previous comments made by the Archaeology Planning Advisory Service in 2013 indicated that an intermittent archaeological watching brief had been carried out on parts of the site considered to have some archaeological potential, but that those works did not encounter any significant archaeological deposits and that no further archaeological mitigation was therefore considered necessary for the Business Park development. This remains the advice of the Archaeology Planning Advisory Service.

WBC Nature Conservation – Overall the ecological surveys and assessments are adequate and I would not consider that further surveys are needed prior to deciding the application. I welcome the ecological mitigation and compensatory landscaping that has been proposed for habitat losses to the scheme. I note that significant areas of Marshy Grassland that are within the development area, and which have been assessed as potentially qualifying as a Local Wildlife Site for the Cheshire region (section 8.4 of the ecological impact assessment), are to be lost to the scheme. The potential loss of marshy grassland can be addressed with a comprehensive and detailed Habitat and Landscape Creation and Management Plan to be prepared and submitted as part of any Reserved Matters application(s) for this site. This Plan should be informed by the current site conditions and the context of the site and the Plan should be required by Condition.

WBC Trees – To be reported.

Sport England – The proposed development is not considered to fall either within our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance Par. 003 Ref. ID: 37-003-20140306) upon which we would wish to comment, therefore Sport England has not provided a detailed response.

General guidance and advice can however be found on our website. If the proposal involves the loss of any sports facility then full consideration should be given to whether the proposal meets Par. 74 of National Planning Policy Framework, is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

If the proposal involves the provision of a new sports facility then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition such facilities, to ensure they are fit for purpose, should be designed in accordance with Sport England, or
the relevant National Governing Body, design guidance notes
If the proposal involves the provision of additional housing (<300 units) then, if existing sports facilities do not have the capacity to absorb that additional demand, new sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, local standards and/or priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

Environment Agency (EA) – Confirm the site is wholly within flood Zone 1 (ie lowest risk) and that there are no constraints falling within the EA’s remit – and so the EA are not involved in the planning application process for this case.

United Utilities – No objection, subject to conditions.

Highways England – No objection.

Notification Responses

Neighbours – Two objections:
- I am disgusted that this planning application is being processed !!! I moved to Billington Close for the privacy and quiet nature of the development. The roads around Great Sankey are already busy enough and another development will only create more disturbance and inconvenience ! I object to this development !
- Roads are almost gridlocked; extra traffic in vicinity of a school;
- Family homes sharing an industrial estate and part of the estate’s vehicle car park – this suggests UU are desperate for funds and the Council have no idea as to the difference between an industrial zone and a housing development; domestic and industrial should not be on the same site
- Totally against this development for safety reasons; a nearby school with 1800 pupils and traffic logistics;
- The new link road from Omega Boulevard to the M62 Burtonwood junction only allows a very few vehicles to enter the junction on a green light at all times of the day and night and quite a backlog can be found to this junction now; construction traffic will take this road to its maximum without any additional traffic from new houses
- Once again, profit before safety

Observations

Principle
Policies CS2 and CS8 in the Local Plan Core Strategy (LPCS) are of most relevance to the proposal.
Policy CS2 sets out the quantity and distribution of development and states that up to 277 hectares of land is available for employment use over the plan period (2006-2027). Policy CS8 clearly outlines that the Lingley Mere site as shown on the Policies Map is identified as a strategic location for economic
growth (Strategic Proposal - Omega and Lingley Mere). Phases being developed and those which currently remain undeveloped will contribute to the borough’s future requirement for land for research and development, light industrial/industrial and storage/distribution uses (Use Classes B1(b), B1(c), B2 and B8) both within and beyond the plan period.

The supporting text within the Local Plan Core Strategy acknowledges that whilst the primary focus at the Omega and Lingley Mere Strategic Proposal should be employment, the Plan’s overall employment land target of 277ha can be met without relying on the entirety of the site. The Council’s latest Annual Monitoring Report (Period 1st April 2014 - 31st March 2015) confirms this position, indicating a surplus of over 50 hectares of employment land at the end of the plan period. This clearly gives scope to consider how the strategic location and other employment sites may be able to accommodate supporting land uses to help to support viability, enhance sustainability and maximise the benefits of the development as a whole.

The Local Plan Core Strategy as adopted included reference for up to 1,100 homes to be provided as part of the Omega and Lingley Mere Strategic Proposal. This reference, together with the overall Local Plan housing target was quashed by the High Court in February 2015. In the absence of a housing target the Council is not currently able to demonstrate a 5 year housing land supply. This will be addressed as part of the work to reinstate the housing target as set out in the Council’s updated Local Development Scheme which was approved by the Council’s Executive Board in April 2015, with a further update on progress reported to Executive Board in October 2015.

Until the Council can demonstrate a 5 year housing supply, paragraph 49 of the NPPF confirms that relevant policies for the supply of housing should not be considered up-to-date. This means that presumption in favour of sustainable development as set out in paragraph 14 of the NPPF will apply. Notwithstanding the High Court ruling quashing reference to residential development as part of the Omega and Lingley Mere Strategic Proposal, the ability of the strategic location to accommodate supporting land uses and lack of a 5 year housing supply mean that residential development is considered acceptable in principle.

The Core Strategy is clear that whilst the primary focus at Omega & Lingley Mere should be employment land related development, the plan’s overall target of up to 277 hectares can be met without relying on the entirety of the site in this regard. From a policy perspective, the development now proposed on part of Lingley Mere would not compromise this position. The proposals accord with the Council’s overall strategy to realise sustainable employment development at the combined Lingley Mere and Omega location.

Due to the allocation of the site as a Strategic Location in the Core Strategy, the proposals subject to this application are considered, strictly, to amount to a Departure from the Development Plan. The application has therefore been advertised in this regard, and will follow the procedure required by the 2009
consultation regulations.

Highways & Transportation Matters
There is an extant permission in place at the Lingley Mere site which incorporates B1 office use and a 132 bedroom hotel. It is proposed to retain the western half of the Lingley Mere site to develop office and business park uses as set out within the existing phase 1, 2 & 3 permissions, however, the submitted TA states that 17,202 sq m of the B1 office use and the 132 bedroom hotel will be relinquished to allow for the development of the proposals for up to 275 residential dwellings.

The applicants transport consultant has undertaken an assessment of the likely peak hour trips for the extant elements of the permission and the proposals and has stated that the revised development mix will result in an overall reduction in peak hour trips, although it is likely to alter the pattern of the peak hour trips slightly.

Trip Generation and analysis

The submitted information states that the consented trips for the extant 17,202 sq m of office development and hotel combined would generate 408 two way trips in the weekday am peak of 8am to 9am comprising 360 arrivals and 48 departures.

330 two way trips would be generated in the weekday pm peak of 5-6pm comprising 47 arrivals and 283 departures.

A TRICS assessment was undertaken to generate the predicted trip generation for the proposals. The TRICS system was interrogated by the applicants transport consultant to gain trip data for a residential site of privately owned houses of between 100 and 300 houses. The TRICS assessment excluded Greater London and Ireland and removed all weekend data. It was filtered for public transport provision for sites within suburban and edge of town centre locations.

The TRICS assessment for the proposed residential development predicted the generation of 167 two way trips in the am peak which would be a reduction overall of approximately 42 arrivals down from the extant level of 408 overall but 125 departures are predicted in the am peak which is an increase in the number of departures from the extant level.

The proposed development also predicted 184 two way movements in the pm peak which is less than the extant level of 330, however the arrivals are proposed to increase to 117 which is an increase from the extant.

The TRICS assessment also indicated that the proposals would result in 53 pedestrian movements in the am peak and 28 movements in the pm peak in addition to 7 & 8 additional cycle trips in the am and pm peaks respectively. Whilst there have been some slight changes in the trips predicted it is felt that the assessment undertaken is a fair representation of the changes in trip
generation that would result from the proposals and that there will be an
overall reduction in trips to and from the site overall as a result of the
proposals.

Since the extant permission was granted, Skyline Drive has opened which
offers a more direct route to the M62 Junction 8. It has therefore been
necessary for the applicants transport consultant to review the trip generation
data and reassign it on the network to take account of this network change,
the reassignment has mainly resulted in trips to and from Burtonwood Road
being apportioned between Skyline Drive and this previously existing route.
The applicant’s transport consultant reviewed the Census 2011 travel to work
data set that states that 33.5% of residential traffic would be likely to route via
the M62 Junction 8. Furthermore, the transport consultant reviewed the data
submitted for the Omega 3-6 application which assumed that 40% of
development traffic was to route to the M62 J8. Therefore, to be robust the
modelling undertaken has applied the larger 40% trips to the M62 and the trip
assignment set out in the Omega 3-6 application of 19.6% to M62 E, 11%
M62 W and 2.9% Burtonwood Road have been factored up from the original
33.5% to 40%

**Transport Modelling**

The construction for the site is proposed to commence in 2016 and the site is
proposed to be built at a rate of 100 dwellings per year which predicts
completion by 2018. Therefore the applicant has undertaken junction analysis
for an assessment year of 2022, four years post completion.

Picady and Arcady assessments have been undertaken extracting traffic flows
and turning counts from the Warrington Borough Council VISSIM model. The
Lingley Mere flows used in the original WBC Vissim model by Atkins were
less than those calculated by the applicant and therefore the applicant has
modified and increased the trips to the higher calculated level to provide a
robust analysis. The trips were assigned to the adjacent network using a
50/50 split.

Picady modelling for 2022 with the development traffic has been undertaken
for three movements at the proposed residential site access. In both peaks
the right turn from the access, the left turn from the access and a right turn
into the site access from Omega Boulevard are predicted to work within
capacity with less than 1 vehicle length queue and with an RFC value well
within capacity limits of 0.85.

Modelling has also been undertaken for the Skyline Drive junction with Orion
Boulevard and Omega Boulevard. The modelling demonstrated that all arms
operate within capacity, although the Omega Boulevard W arm is approaching
capacity at 0.84 RFC. The Average delay is stated to be 18.38 seconds on
this arm and queuing to be a maximum of 5 vehicles, which is deemed
acceptable by the LHA as they are all within capacity.

Some arms will experience an increase in traffic as a result of the proposals,
whilst others experience a corresponding decrease in traffic. It is predicted that there will be an additional 39 vehicle movements approaching the roundabout along Skyline Drive but that this is more than offset by the reduction of 51 vehicle movements that have approached the junction from the M62 E westbound offslip in terms of the circulatory traffic at the roundabout junction. There is a net reduction of 19 vehicle movements in the AM peak and an increase of 4 vehicle movements in the pm peak which is a very low number in relation to the existing flows on the network.

**Proposed layout and mitigation measures proposed**

The application is outline for access and the proposed vehicular access is to be taken off Omega Boulevard via the existing priority junction arrangement that currently provides access into Lingley Mere business park referred to as the east gate. It is proposed that this access will only be available to residential dwellers with no vehicular access route through to the wider business park.

As part of the proposals a new improved vehicular access to serve Lingley Mere is proposed from the north of the site accessed from the existing western arm of the Omega Boulevard / Orion Boulevard roundabout. It is the LHA’s view that an appropriate improvement scheme incorporating lining and signing should be installed alongside the access improvements to ensure that the northern access is the primary access for traffic travelling from the M62 junction 8. This should be secured via planning condition.

A secondary access is proposed to the residential development site for emergency vehicle use to be accessed from within the business park. The proposed secondary access will be kept gates and locked for security reasons.

An indicative masterplan has been submitted with the application which indicates that a 3.5m footway / cycleway will be provided into the site from main vehicular entrance. The plan also indicates pedestrian and cycle links through the site at three other locations which are essential for providing accessibility around the site.

The LHA would advise that the Councils car parking standards are actual standards and therefore will be required to be met across the site and the applicant will be required to comply with the Councils car parking, enlarged car parking, cycle parking and motorcycle parking standards in addition to the Councils garage dimension standards and electric vehicle charging requirements. As such the LHA would request that a condition is placed on any approval to ensure that these standards are applied in full.

The masterplan submitted in the TA indicates an indicative layout within the site but did not detail the classification of the proposed roads or the proposed highway dimensions. Therefore the LHA would request a condition to ensure that all proposed highways within the site are designed to the Councils
adoptable standards and comply with the Councils Design Guide. The TA submission states that the proposals include a good network of footways facilitating links to and from neighbouring residential areas to the south and east of the site.

An existing shared use footway/cycleway runs along one side of the road for the full length of Lingley Green Avenue from the junction with the A57 Liverpool Road to the junction with Whittle Avenue, at this particular location it is on the south side of the carriageway and there is only a short stretch on the north side close to the Lingley Mere southern access. It is the LHA’s view that a shared footway/cycleway is required to be provided along the site frontage on Omega Boulevard and Lingley Green Avenue, the developer has stated they will provide this facility and the LHA recommends that this is delivered through a Section 106 agreement.

Furthermore, to link to the wider highway network such as Barrow Hall Primary school and the Great Sankey Hub site the applicant should provide controlled pedestrian and cycle crossing facilities to ensure access is available by all modes of transport. Therefore controlled crossing facilities are required across Omega Boulevard and Lingley Green Avenue. The LHA would recommend that the delivery of these schemes is secured via a Section 106 agreement. Furthermore, the LHA has agreed with the applicant that the applicant will transfer an area of land at the junction of Lingley Green Avenue / Omega Boulevard to the Council to safeguard the delivery of a junction improvement scheme at the junction which should be secured through a S106 agreement.

It is the LHA’s view that the highway measures proposed as part of the development are considered to acceptably mitigate the impacts of the development on the local highway network and will safeguard the future delivery of a junction improvement scheme at the Omega Boulevard / Lingley Green Avenue junction.

**Travel Plan**

The proposals exceed 80 dwellings and therefore a travel plan should be secured for the residential development. It is understood that a travel plan has been submitted by the applicants transport consultant and this is considered acceptable. A condition is proposed to retain the travel plan.

**Summary**

Extensive transport modelling has been undertaken as part of the proposed application and the outputs indicate that in the AM peak period (8-9am) and in the PM peak period (5-6pm) despite there being some slight changes in the trips predicted, there will be an overall reduction in trips to and from the site.

The junctions in the vicinity of the site have been modelled for post opening year (2022) and will work within capacity with a maximum RFC of 0.84 recorded at the Skyline Drive / Orion Boulevard / Omega Boulevard junction.
with average delay listed as 18.38 seconds and the maximum queue of 5 vehicles on the Omega Boulevard W arm.

Therefore it is the LHA’s view that the highway measures proposed as part of the development are considered to acceptably mitigate the impacts of the development on the local highway network. The proposed mitigation measures are:

- The northern access to the Lingley Mere site will be improved and will be signed and lined as the main access to the site from the M62 Junction 8.
- The provision of a shared use footway / cycleway along the edge of the site on Omega Boulevard and the north side Lingley Green Avenue is to be provided.
- A controlled shared pedestrian and cycle crossing is to be provided on Omega Boulevard.
- A controlled shared pedestrian and cycle crossing is to be provided on Lingley Green Avenue.
- The transfer of an area of land at the junction of Lingley Green Avenue / Omega Boulevard to safeguard the delivery of a junction improvement scheme at the junction.

All highway works and the land transfer will be delivered through a Section 106 agreement.

The masterplan submitted in the TA indicates an indicative layout within the site but did not detail the classification of the proposed roads or the proposed highway dimensions. Therefore the LHA would request a condition to ensure that all proposed highways within the site are designed to the Councils adoptable standards and comply with the Councils Design Guide.

The LHA would advise that the Councils car parking standards are actual standards and therefore will be required to be met across the site and the applicant will be required to comply with the Councils car parking, enlarged car parking, cycle parking and motorcycle parking standards in addition to the Councils garage dimension standards and electric vehicle charging requirements. As such the LHA would request that a condition is placed on any approval to ensure that these standards are applied in full.

As part of the proposals a new improved vehicular access to serve Lingley Mere is proposed from the north of the site accessed from the existing western arm of the Omega Boulevard / Orion Boulevard roundabout. It is the LHA’s view that an appropriate improvement scheme incorporating lining and signing should be installed alongside the access improvements to ensure that the northern access is the primary access for traffic travelling from the M62 junction 8. This should be secured via planning condition.

As set out in Appendix C of the Councils Standards for Parking In New Development travel plans are required for residential developments with over 80 dwellings.
Environmental Matters; Residential Living Conditions
The Council’s Environmental Protection team have reviewed the application and have no objection, subject to the conditions set out above. An Air Quality Assessment has been submitted; the conclusions of which are agreed - the proposal would have a negligible effect on the existing air quality in the area.

An Acoustic Report has also been submitted; the stated aims for noise levels in the proposed properties are agreed as appropriate. The report indicates that monitoring was carried out on and around the site between 2014 and 2015. This monitoring has noted noise from the existing road conditions in the area. The report has not considered the significant changes to the road network due to be completed soon as a result of the wider Omega development to the north east and east of the proposal site. At the time of monitoring, all Royal Mail traffic had to flow past the red line boundary of this proposal, however, with the completion of the wider road network, an element of the Royal Mail traffic may be diverted north on the new link road leading to the M62 Junction.

In order to be able to adequately characterise this site in terms of noise exposure from road traffic noise, the report should use the predicted traffic flows that may arise following completion and opening of the new road link. There is a possibility that the already monitored noise levels may change notably following the opening of this link – it could change upwards or even downwards therefore at this stage, the actual noise levels in the vicinity of the site are not guaranteed and as such, the level of mitigation required may be subject to a degree of change.

If an updated report was received prior to a decision being made on this application, specific conditions may be considered to address the relevant elements for discharge as the reserved matters applications arrive however as the site may eventually be split up into phases, a phase by phase approach may need to be considered for discharge of these conditions. Appropriate phase by phase conditions are recommended to address noise impacts from the road transport network and any possibility of noise from the adjacent business park including noise from overnight plant and equipment.

Affordable Housing
The applicant is proposing 20% affordable housing to be provided on site, comprising mix of rented and intermediate affordable housing.

The proposal does not accord with Local Plan Core Strategy Policy SN2 which requires 30% affordable housing provision, split between 50% rented accommodation and 50% intermediate.

The applicant has provided a viability assessment in recognition that the provision of 20% on-site affordable housing does not meet Local Plan Core Strategy Policy.

The Council commissioned an independent review of the applicant’s viability
assessment. This has demonstrated that 20% on-site affordable provision, as proposed by the applicant, is the maximum reasonable contribution that can be secured taking into account the need to deliver other infrastructure priorities.

Further details of the viability assessment and the proposed balance between affordable housing and other infrastructure requirements, is provided below.

It is considered that the proposed level of affordable homes is justified in this case in the context of viability constraints, the wider regenerative benefits of the development and the importance of securing developer contributions relating to education, sports and transportation requirements.

Public Health

The Council’s Public Health Team have requested that space is reserved within the local centre being promoted through the adjacent Omega application to provide a new primary health facility of approximately 1,500 sq.m, in accordance with the Warrington Strategic Estates Strategy. This new facility will provide capacity to serve the future residents of the Lingley Mere site. If the Lingley Mere development was able to make a contribution towards health then it would be used to contribute to the delivery of this health facility, however it is accepted that a contribution cannot be achieved in this instance given the viability of the development.

Education

The Council’s Schools team have requested contributions towards provision of new primary and secondary school places from the Omega and Lingley Mere developments.

The Council set out its strategy for providing additional primary school capacity in west Warrington in a report which went to the Council’s Executive Board on 13th July 2015. The report identified projected child yield from future committed and potential housing development sites – including the current application site - and set out expansion plans to meet the increased demand for places. Funding for undertaking these plans was identified, with an expectation that S106 contributions would be secured from future housing development sites.

A key element of the strategy is the relocation and expansion of the Barrowhall Lane School on a site within the wider Omega strategic development, near to the current application site.

In accordance with the request from the Council’s schools team, it is recommended that a contribution of £1,011,203 is secured towards the total cost of £13.68m for site acquisition and construction of the expanded Barrowhall Lane primary school.

Given increasing pressure on secondary school places, The Council is developing the strategy it has in place for expansion of school place
availability in the primary sector to include the secondary sector. This will ensure that the Council is able to meet its statutory duty to ensure there are sufficient places available to meet demand. The strategy will need to include the means of identifying the financial resources required to meet the cost of providing the additional places including contributions from new developments as appropriate.

Based on the initial work that has been undertaken in developing the strategy, Officers are recommending that a secondary school contribution of £914,216 is secured to provide additional capacity at St Gregory’s High School and Great Sankey High School.

**Nature Conservation Matters**
Detailed advice on ecological impact and mitigation is set out above. There is no objection subject to conditions to require detailed landscape plans as part of the reserved matters proposals and the implementation of the submitted Ecological Protection Plan for Construction, which includes the proposal to employ an Ecological Clerk of Works.

**Section 106 Matters and Other Deliverables**
The Council has engaged external, independent advice from Lambert Smith Hampton to review the Viability Assessment of the proposals undertaken by the applicant, in order to confirm the value of financial contributions which the development might sustain.

This advice included a detailed review of all of development costs and sales values included in the applicant’s viability assessment. Lambert Smith Hampton also undertook their own appraisal of the scheme to assist in their review work.

From Lambert Smith Hamptons’ review it is clear that the maximum contribution the scheme can make, taking into account on-site affordable provision and off-site Highways works is £2.27m.

It is recommended that the priority for this funding should be given to delivery of primary and secondary school places, improving sports pitch provision at Great Sankey Hub and local highways improvements.

The Council could choose to use part of the £2.73m for an off-site affordable housing contribution, but given the scale and location of the site, provision of supporting infrastructure is considered to be a greater priority in this instance.

In summary, a Section 106 Planning Obligation would be entered into to secure:
- A £1,011,203 contribution towards the costs of delivering the new Barrow Hall Lane primary school, located in proximity to the application site;
- A £914,216 contribution towards the costs of providing additional capacity at St Gregory’s High School and Great Sankey High School;
- A £344,581 contribution towards the refurbishment of the existing
artificial grass pitch and associated ancillary facilities - including refurbished changing rooms and additional car parking – at the Great Sankey Neighbourhood Hub

- A £460,000 contribution towards the delivery of a series of highways improvements to mitigate the new vehicular trips generated by the development and improve the wider local and strategic highways network (including improvements to M62, junction 8)
- Transfer of 0.46ha of land worth circa £678,000 to the Council to be reserved for future highway widening
- A minimum of 0.52 hectares of public open space within the application site as part of the development proposal, comprising the following:
  - Local Area for Play: 0.08 hectares;
  - Central Amenity Open Space: 0.21 hectares, incorporating a Local Equipped Play area of 0.04ha; and
  - Linear Incidental Open Space: 0.22 hectares.

Recommendation

Should Members elect to approve the application, the matter would then be referred to the National Planning Casework Unit (NPCU) - as a Departure application - under the Town and Country Planning (Consultation) (England) Direction 2009.

Subject to no new material matters being raised; to referral to the NPCU; and subject to conditions and the agreed S106 package of measures – it is recommended that authority is delegated to the Executive Director of Economic Regeneration, Growth and Environment to grant outline planning permission for the development proposed.

Recommendation

Approve subject to Section 106 Agreement

Conditions & Reasons

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission or two years from the approval of the last of the reserved matters as defined by condition 2 below, whichever is the later.

Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 92 (as amended) of the Town & Country Planning Act 1990.

2. Unless otherwise agreed in writing in advance with the local planning authority, the development hereby permitted shall not be carried out other than in strict accordance with the submitted details, plans and drawings as follows, any subsequently approved reserved matters:-
   T16-014-LAND-02 – Land Required Western Verge; 14-020-MP04 Rev E Masterplan (For Illustrative Purpose Only); 14-020 Development/ Parameters
a) Details of the reserved matters set out below (the reserved matters) shall be submitted to the Local Planning Authority for approval within 15 years from the day of this permission:
   i. layout;
   ii. scale;
   iii. appearance; and
   iv. landscaping;

b) The reserved matters shall be carried out as approved.

c) Approval of all reserved matters for individual development plots shall be obtained from the Local Planning Authority in writing before development of the corresponding plot is commenced.

Reason: To define this permission and to enable the Local Planning Authority to control the development in detail and to comply with Section 92 (as amended) of the Town & Country Planning Act 1990

3. All trees to be retained on site shall be protected in accordance with BS 5837:2012 *Trees in relation to design, demolition and construction*. The development of individual phases shall not commence unless and until the measures required by the British Standard for that phase are implemented and all measures required shall continue until the development has been completed.

Reason: To ensure that the trees on the site are protected during construction works in the interests of local amenity, and in order to comply Policy QE7 of the Warrington Core Strategy and the Warrington SPD: Design and Construction.

4. No development shall commence on individual phases until a local employment scheme - including the delivery of jobs and/or training opportunities during the construction period - for the corresponding phase has been submitted to the local planning authority for approval. The scheme shall also outline the means of maximising the local impact from the development in terms of contracting and supply chain opportunities for local businesses and job opportunities for the local community/residents. The approved employment scheme shall be fully implemented.

Reason: In order to accord with Policy PV3 of the Warrington Core Strategy

5. Prior to commencement of any phase or part of any phase of the development, full details of the foul drainage scheme for that phase or part phase including full details of any connections to the foul sewer network shall be submitted to and approved in writing by the local planning authority. Foul and surface water shall be drained on separate systems. The details for each
part or phase must be consistent with the Flood Risk and Foul Drainage Assessment (Issue 3 Date: 25/02/2016 – WYG) in particular Section 6.3. No housing or other development shall be occupied for that phase until the approved foul drainage scheme has been completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with the NPPF, NPPG and Policy QE4 and QE6 of the Warrington Core Strategy and Warrington SPD Design and Construction.

6. Prior to commencement of each phase or part phase of the development, full details of a surface water drainage scheme and means of disposal for that phase or part phase, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing Greenfield runoff rates as stated in the Flood Risk and Foul Drainage Assessment (Issue 3 Date: 25/02/2016 – WYG) and unless otherwise agreed in writing by United Utilities, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Note: The sustainable drainage management and maintenance plan shall include as a minimum:
   a) the arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Management Company; and
   b) arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance including access arrangements, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: In order to comply with the NPPF, Policy QE4 and QE6 of the Warrington Core Strategy and the Warrington SPD: Design and Construction.

7. No development shall take place until such time as a scheme to manage the risk of flooding from overland flow of surface water for each phase or part phase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to comply with the NPPF, Policy QE4 and QE6 of the Warrington Core Strategy and the Warrington SPD: Design and Construction.

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

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

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

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

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

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

Reason - To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; with paragraph 121 of the National Planning Policy Framework (March 2012), and with Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

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

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

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

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

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

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; with paragraph 121 of the National Planning Policy Framework (March 2012), and with Section 4 of the Environmental Protection Supplementary Planning Document (May 2013).

10. Prior to the commencement of any works on site, the applicant shall provide in writing a Construction Environmental Management Plan (CEMP) to the LPA for written approval. The CEMP shall review all construction operations proposed on site and shall cover as a minimum the following areas of work on a phase by phase basis, identifying appropriate mitigation measures as necessary: Proposed locations of Site Compound Areas, Proposed Routing of deliveries to Site Compounds or deliveries direct to site, Proposed delivery hours to site, Proposed Construction Hours, Acoustic mitigation measures, Control of Dust and Air Quality on site and consideration for joining a Considerate Contractors Scheme. Once approved in writing, All identified measures within the CEMP shall be implemented in accordance with the requirements therein and shall be reviewed on a regular basis and in case of receipt of any justified complaint. Any changes to the identified CEMP mitigation measures from either the regular review process or following receipt of a complaint shall be forwarded to the Local Planning Authority within 24hrs of a change being agreed or implemented.

Reason: To protect residential amenity from adverse impacts on amenity through noise, dust, air quality and general disturbance over a prolonged build and demolition process in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

11. A scheme for insulating the residences from noise sources both within and outside the properties shall be submitted to and approved by the LPA for any individual phase before development commences on that phase. This
scheme must achieve the internal noise levels set out below and include any transportation, industrial, commercial and entertainment noise.

The scheme must also include adequate provisions for ventilation that will not compromise the acoustic performance of any proposals (if internal noise levels cannot be met with a partially open window then alternative ventilation must be considered).

Internal Noise criteria for residential
Bedrooms night time (23:00 to 07:00) 30dB LAeq(8hr)
Individual noise events should not exceed 45dB LAMAX (WHO Community Noise Guidelines)
Living Rooms day time (07:00 to 23:00) 35dB LAeq(16hr)
Gardens and terraces (daytime) 50dB LAeq Target, 55dB LAeq Max Level

Reason: In the interests of residential amenity in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington; and with the Environmental Protection Supplementary Planning Document (May 2013).

12. Prior to the occupation of the first home, a travel plan for the Lingley Mere residential site shall be submitted to and agreed in writing by the Local Planning Authority. The travel plan shall be implemented in accordance with the approved details and shall be retained as such thereafter.

Reason – To prevent undue reliance on single occupancy private petrol/diesel vehicles in accordance with policies CS1 and MP7 of the Local Plan Core Strategy for Warrington.

13. Prior to the commencement of development, a detailed highway layout which accords with the Council’s Design Guide shall be submitted to and agreed in writing by the Local Planning Authority. The detailed highway layout shall be constructed in accordance with the approved details prior to the first occupation of the development and shall be retained as such thereafter.

Reason – In the interests of highway and pedestrian safety in accordance with policies CS1; CS4; and QE6 of the Local Plan Core Strategy for Warrington.

14. Prior to the commencement of development, a parking layout which accords with the Councils Standards for Parking in New Developments document shall be submitted to and agreed in writing by the Local Planning Authority. The parking layout shall be implemented in accordance with the approved details prior to the first occupation of the development and shall be retained as such thereafter.

Reason - To ensure adequate provision in accordance with policies CS1 and QE6 of the adopted Local Plan Core Strategy for Warrington and with the Standards for Parking in New Development SPD.
15. Prior to the commencement of development, an upgraded junction scheme at the northern Lingley Mere access incorporating signing and lining shall be submitted to and agreed in writing by the Local Planning Authority. The detailed junction layout shall be constructed in accordance with the approved details prior to the first occupation of the development and shall be retained as such thereafter.

Reason – In the interests of highway and pedestrian safety in accordance with policies CS1; CS4; and QE6 of the Local Plan Core Strategy for Warrington.

16. No development shall commence until details of a suitable funding mechanism to secure the agreed provision of the following measures have been submitted to and agreed in writing by the local planning authority:
   - A £1,011,203 contribution towards the costs of delivering the new Barrow Hall Lane primary school, located in proximity to the application site;
   - A £914,216 contribution towards the costs of providing additional capacity at St Gregory’s High School and Great Sankey High School;
   - A £344,581 contribution towards the refurbishment of the existing artificial grass pitch and associated ancillary facilities - including refurbished changing rooms and additional car parking – at the Great Sankey Neighbourhood Hub
   - A £460,000 contribution towards the delivery of a series of highways improvements to mitigate the new vehicular trips generated by the development and improve the wider local and strategic highways networks
   - Transfer of 0.46ha of land worth circa £678,000 to the Council to be reserved for future highway widening
   - A minimum of 0.52 hectares of public open space within the application site as part of the development proposal, comprising the following:
     - Local Area for Play: 0.08 hectares;
     - Central Amenity Open Space: 0.21 hectares, incorporating a Local Equipped Play area of 0.04ha; and
     - Linear Incidental Open Space: 0.22 hectares.

Reason - To ensure that the impacts of the development on education provision and on the local highway network are suitably addressed in accordance with the application submission, and in order to ensure compliance with policies CS1; CS4; CS8; SN2 and MP10 of the Local Plan Core Strategy for Warrington.

17. At reserved matters stage or prior to commencement of development (whichever is the soonest) a scheme for the provision of affordable housing as part of the development shall have been submitted to the Local Planning Authority for approval. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing as set out in the NPPF. The scheme shall include:
   i. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 20 per cent on site capacity comprising affordable rented and intermediate housing;
   ii. the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
iii. the arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing (if no RSL involved);  
iv. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and  
v. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason: In order that the proposal accords with Policy SN2 of the Warrington Local Plan Core Strategy and the National Planning Policy Framework. A pre-commencement condition is necessary as the type/tenure and number of affordable housing units may have impacts in terms of layout. If this were left to prior to occupation stage it may be too late to re-consider matters of layout.

18. No development shall take place until an Ecological Design Strategy (EDS) addressing mitigation and compensation for habitats that will be lost to the scheme, and particularly species rich grassland and wetlands, has been submitted to and approved in writing by the local planning authority. The EDS shall include the following:

(a) Purpose and conservation objectives for the proposed works.  
(b) Updated review of site potential and constraints.  
(c) Detailed design(s) and/or working method(s) to achieve stated objectives.  
(d) Extent and location/area of proposed habitat creation works on appropriate scale plans.  
(e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.  
(f) Timetable for implementation demonstrating that works are aligned with any proposed phasing of development.  
(g) Details of Persons responsible for implementing the works.

The EDS shall be implemented in accordance with the approved detail.

Reason: In order to protect and enhance biodiversity on the site in accordance with policies CS1; QE5 and QE6 of the Local Plan Core Strategy for Warrington.

19. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the occupation of the first Phase of the development of the development.

The LEMP shall include the following:

(a) Description and evaluation of habitat and landscape features to be managed.  
(b) Aims and objectives of management.  
(c) Appropriate management options for achieving aims and objectives.  
(d) Prescriptions for management actions.  
(e) Preparation of a work schedule (including an annual work plan capable of
being rolled forward over a five-year period).
(f) Details of the body or organization responsible for implementation of the plan.
(g) Ongoing monitoring and remedial measures.
(h) Where the results from monitoring show that conservation aims and objectives of the LEMP are not being met how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved Plan will be implemented in accordance with the approved details.

Reason: In order to protect and enhance biodiversity on the site in accordance with policies CS1; QE5 and QE6 of the Local Plan Core Strategy for Warrington.

Informatives

1. The local planning authority (LPA) has engaged with the applicant at pre-application stage and has agreed the extension of time for the determination of the application to allow progress towards the making of a positive recommendation. The LPA is therefore considered to have accorded with paragraphs 186 and 187 of the NPPF.

2. NOISE INSULATION SCHEME
It is very unlikely that anyone other than a qualified, experienced noise consultant will be able to carry out an assessment of the noise. A representative assessment will be required; this will take into account the information provided by the documents above, in addition any special circumstances must be mentioned in any report. e.g. tonal values, impact noise, number and loudness of individual events, weather conditions etc. Shortened measurement periods may be acceptable provided they are agreed in advance. The noise assessment needs to cover the noisiest periods, taking into account the character of the area. It is also important to study the night time noise levels. Account should be taken of shift patterns in commerce and industry and any entertainment noise. Specific information individual to each site must be recorded, in particular where there are isolated events that would not be represented in an equivalent [Leq] taken over a longer period. e.g. a freight train which passed at 05.00 each morning, or unpredictable impact noise. Potentially high incident noise levels for short time periods may cause sleep disturbance.

Information required:
• Daytime LAeq [07.00 to 23.00] at representative points around the site or at various facades
• Night time LAeq [23.00 to 07.00] at representative points around the site or at various facades
• LAMAX values for the night time period.
Upon obtaining the appropriate external noise level data for a particular site and taking into account the internal noise standards set out below a suitable noise insulation scheme should be stated. Glazing in residential property: In some cases standard thermal double glazing units will provide sufficient attenuation, other cases will need a thicker unit with specialist glass. If low frequency noise is an issue secondary units in conjunction with single or double glazed units may be required.

Ventilation: Both trickle and rapid ventilation will need to be considered, this may vary from standard trickle vents to fully mechanical powered ventilation. The ventilation must not compromise the attenuation provided by the glazing.

SUPPLEMENTARY PLANNING DOCUMENT ADVICE
For further advice concerning Contaminated Land Assessments, Air Quality Assessments, Odour Assessments, Noise or Lighting requirements, please refer to the Environmental Protection Supplementary Planning Document for further detail

(http://www.warrington.gov.uk/downloads/download/1212/spd_environmental_protection)

For further verbal advice please contact Mrs Angela Sykes regarding Contaminated Land on 01925 442557, Mr Richard Moore regarding Air Quality on 01925 442596 or Mr Steve Smith regarding Odour, Noise or Lighting on 01925 442589.

WORKING HOURS FOR CONSTRUCTION SITES
In the interests of residential amenity, the applicant/agent/developer is strongly advised to adopt the following recommended construction/demolition hours for all works on site.

Works audible at or beyond the site boundary, should not occur outside of Monday to Friday 08.00hrs to 18.00 hrs, Saturday 08.30hrs to 13.30hrs and at no time on Sundays or Public/Bank Holidays.

Noisy or disruptive works carried on outside of these hours are much more likely to raise objections or complaints by local residents (due to disturbance) to the redevelopment of the site which may, in turn, result in formal action being pursued by Public Protection Services to enforce the recommended hours.

For more advice and guidance on recommended construction/demolition hours or construction/demolition methods, please contact an officer from Public Protection on 01925 442589.

LIGHTING
Any external area lighting should be designed and installed by competent persons. The system should be designed according to best practice in respect of glare, light spill and efficiency. Advice can be obtained from: Institute of Lighting Professionals, Regent House, Regent Place, Rugby, CV21 2PN.
Appendix
Indicative Site Layout