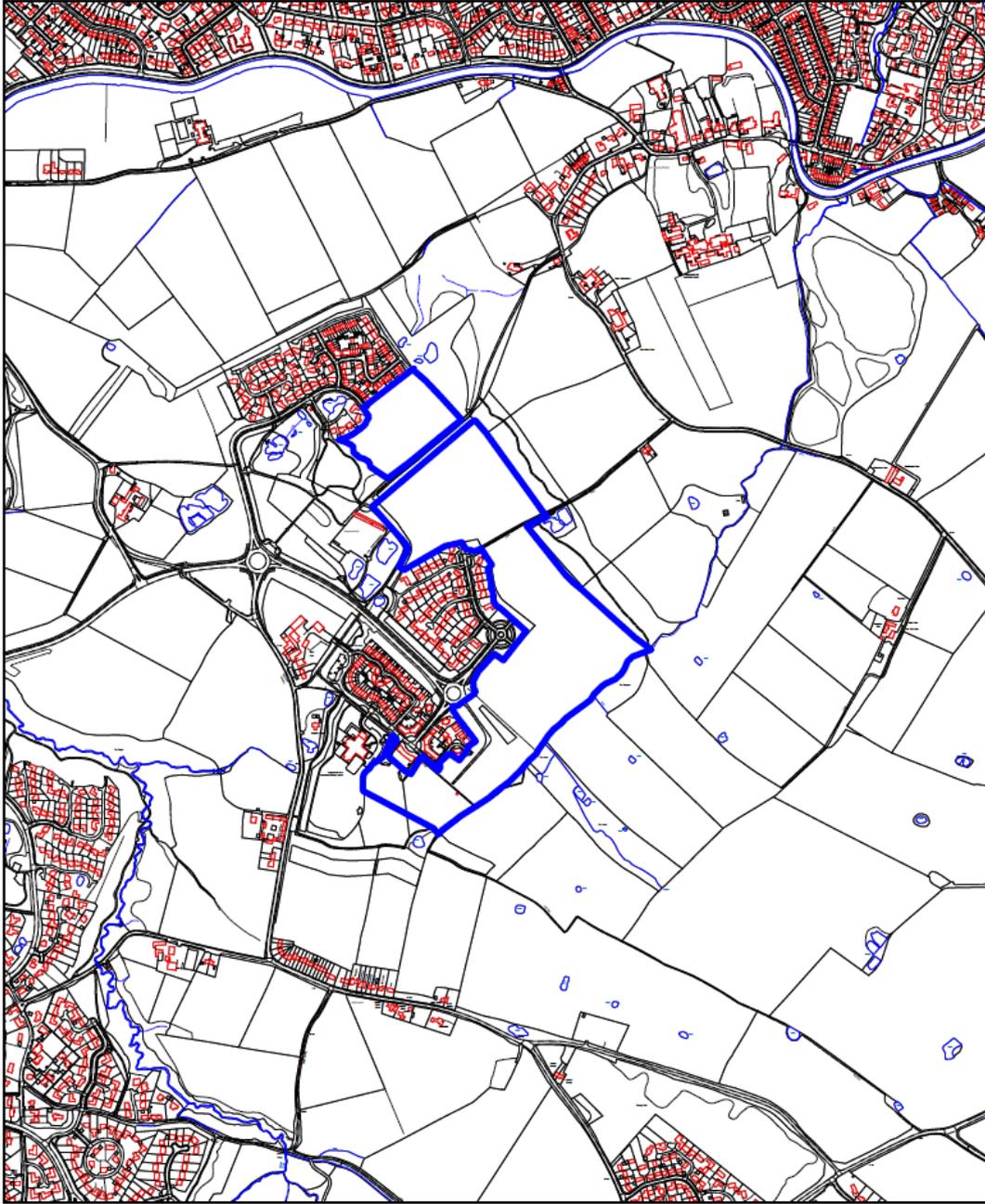


DEVELOPMENT MANAGEMENT COMMITTEE

Tuesday 10th October 2017

Start 18:30

<u>Item</u>	<u>Page</u>	<u>App number</u>	<u>App Location/Description</u>	<u>Recommendation</u>
1	2	2017/29929	Land South of Astor Drive, East of Lichfield Avenue &, South of Witherwin Avenue, Grappenhall Heys, Warrington, WA4 3LG Outline Planning Permission (Major) -Proposed residential development comprising up to 400 dwellings, including means of access, recreational open space and related infrastructure. All detailed matters other than means of access to the site are reserved for subsequent approval.	Approve sub to S106
2	43	2017/29930	Land bounded by Green Lane &, Dipping Brook Avenue, Appleton, Warrington, WA4 5NN Outline Planning Permission (Major) - Proposed Residential development comprising up to 370 dwellings, means of access to the site; local neighbourhood centre (including retail convenience store up to 500 square metres; health centre up to 1,000 square metres and place of worship/community use up to 1,000 square metres, with associated outside space, access and parking) recreational open space and related infrastructure. (All detailed matters other than means of access to the site are reserved for subsequent approval).	Approve sub to S106



WARRINGTON
Borough Council



Warrington Borough Council Planning Department



2017/29929
DMC 10/10/2017

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Development Management Committee – Tuesday 10th October 2017

2017/29929 – Grappenhall Heys- Summary

- The delivery of up to 400 dwellings at this site would accord with the presumption for sustainable development set out in the National Planning Policy Framework (NPPF). The proposal would make a significant, and needed, contribution to the Council's supply of housing land
- Currently the Council does not have the five year supply of housing land required by central government and the NPPF – which means that there is a presumption in favour of sustainable development
- This application was deferred at the 29th June meeting of DMC, to enable the proposal to be considered in the context of the Local Plan Preferred Development Option (LPPDO). The LPPDO was published on 18 July and the consultation process ended on 29 September. That context is now clear and this application remains deliverable without the additional major infrastructure that the LPPDO would require. However, the LPPDO does propose that any additional housing development over and above the two sites under consideration would require major infrastructure to be provided first. This is outlined in the LPPDO
- The consideration of this application should be undertaken as part of the existing planning policy framework, particularly the NPPF, which has a presumption in favour of housing on sustainable sites. The development of this site for housing is compliant with national policy as set out in the NPPF – there are considered to be no planning policy reasons for the refusal of this application
- The Transport Assessment (TA) considers the impact of this development and the traffic likely to be generated by the committed or potential future residential development in the area. The TA forecasts that most of the road junctions in the area would be able to deal with the traffic produced. The A49/A56 junction would be marginally over capacity – but not to the extent that it would require mitigation
- The Council's Highways team agree with the conclusions in the TA. The Grappenhall Heys proposal could be implemented without severe impact to the highway network, subject to the proposed mitigation.
- There are no justifiable grounds to refuse the application on transportation or highways grounds

- Following Counsel's advice, Members should afford some weight to the existence of the 7(1) and 7(2) consents issued under the New Towns Act 1981. These consents confer a general and unrestricted right for the development of both the Grappenhall Heys and Appleton Cross application sites
- Mitigation for the highways, environmental, ecological, heritage and other impacts in the main report are capable of mitigation by conditions, or via S106 agreement. The proposals are fully compliant with the Council's Planning Obligations SPD, with regard to Highways matters; school places; public health contributions and affordable homes

DEVELOPMENT CONTROL COMMITTEE DATE 10-Oct-2017

ITEM 1

Application Number:	2017/29929
Location:	Land South of Astor Drive, East of Lichfield Avenue &, South of Witherwin Avenue, Grappenhall Heys, Warrington, WA4 3LG
Ward:	Grappenhall
Development	Outline Planning Permission (Major) - Proposed residential development comprising up to 400 dwellings, including means of access, recreational open space and related infrastructure. All detailed matters other than means of access to the site are reserved for subsequent approval.
Date Registered:	10-Mar-2017
Applicant:	Homes and Communities Agency
8/13/16 Week Expiry Date:	08-Jun-2017

Background to the Deferral of this Application

Members elected to defer consideration of this application at the 29th June 2017 meeting of Development Management Committee (DMC), in order that they might consider the proposal in the context of the Local Plan Preferred Development Option (LPPDO), at a later date.

The LPPDO was approved for consultation by the Council's Executive Board in July 2017. Although little statutory weight can yet be attached to the LPPDO, it does give an illustration of one potential policy direction. The Local Plan process has some way to go, with the consideration of responses to the recent consultation, the publication of a draft Local Plan in 2018; an Examination in Public and eventual Adoption in 2018/19.

The LPPDO outlines a larger scale development area in South Warrington, and the infrastructure required to enable this. The LPPDO states explicitly that any further development over and above the two sites under consideration and in the currently defined Green Belt in this area will not take place until this additional infrastructure is provided first.

Since the 29th June meeting of DMC, and following counsel advice and a

detailed review of the consents applied to both application sites, it is agreed that the 7(1) and 7(2) consents confer a general and unrestricted right for the development of each site; and that these consents have not been revoked and are extant. In the light of this detailed review and legal advice it is concluded therefore that Members afford some weight to this fact – as a consideration which is material to their Decisions on both the Grappenhall Heys and Appleton Cross application sites.



Site and Proposal

The application site is not in Green Belt, and is unallocated in the Local Plan Core Strategy. Routes shown under Policy MP 3 Active Travel run close to/within the site. The site is adjacent to the Grappenhall Heys Local Wildlife Site (LWS) as shown in Appendix 1.

The land was originally acquired by the Commission for New Towns and has consent since September 1989 under sections 7(1) and 7(2) of the New Town Act 1981, as part of land at Grappenhall Heys for the development of residential and open space. The land is in the control of the Homes and Communities Agency (HCA).

The application is in outline form for up to 400 dwellings including access as a detailed matter for consideration, recreational open space and related infrastructure. All other matters i.e. scale, layout, appearance and

landscaping are reserved for later consideration.

The application site is not designated as Green Belt. The site is unallocated and is not designated as public open space. The majority of the land is not open to the public to access, being farmland, although some routes through the site exist including a public right of way to part of the southern boundary.

The land has not been previously developed – and so is “greenfield” – a fact which has given rise to a significant number of neighbour comments received. Many objections state that brownfield land should be developed first.

The site covers an area of approximately 19.7 hectares. The gross density of the site would achieve 20 units per hectare, although this would vary across the site to accommodate a mix of housing types. This is shown on the illustrative masterplan. The proposed density is considered to be acceptable in the context of this rural edge development.

Grappenhall Heys Local Wildlife Site is immediately adjacent to the west and northeast of the site and the Dingle and Ford’s Rough LWS (also an Ancient and Semi-Natural Woodland) lies 300 metres to the west.

Relevant Planning History

New Town Act 1981 section 7(1) & (2) consent for residential development.

Planning Policies

National Planning Policy Framework (NPPF)

The NPPF sets a presumption in favour of sustainable development, and the requirement for local authorities to provide a five year supply of available housing land.

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Local Plan Core Strategy (LPCS)

CS1 (Overall Spatial Strategy – Deliver Sustainable Development)

CS2 (Overall Spatial Strategy and Distribution of Development)

CS4 (Overall Spatial Strategy – Transport)

SN1 (Distribution and Nature of New Housing)

SN2 (Securing Mixed and Inclusive Neighbourhoods)

QE3 (Green Infrastructure)

QE4 (Flood Risk)

QE5 (Biodiversity and Geodiversity).

QE6 (Environment and Amenity Protection)

QE7 (Ensuring a High Quality Place)
QE8 (Historic Environment)
SN7 (Enhancing Health and Wellbeing)
MP1 (General Transport Principles)
MP4 (Public Transport)
MP7 (Transport Assessments and Travel Plans)
MP10 (Infrastructure)
PV3 (Strengthening the Borough's Workforce)

Other Material Considerations

Planning Practice Guidance
Supplementary Planning Document 'Design and Construction'
Supplementary Planning Document 'Environmental Protection' (May 2013)
Supplementary Planning Document 'Standards for Parking in New Development' (March 2015)
Supplementary Planning Document: Planning Obligations (2017)
Warrington Means Business
Grappenhall & Thelwall Neighbourhood Plan – area has been designated – majority of site within this area.
Appleton Thorn Neighbourhood Plan – small part of the south west of the site lies within the boundary area.

Consultation Responses

Highways - No objections subject to mitigation to be delivered by way of conditions, and contributions via a Section 106 agreement.

The S106 would deliver:

- circa £242,500 for enhancements to bus service number 8 (to provide half hourly service in peak times and an hourly service in off peak period for a 5 year period);
- circa £10,000 for 2 bus stops and associated works on Witherwin Avenue;
- funding for local area road safety measures and signing/lining comprising:
 - Additional speed management measures (such as speed-activated warning signs on B5356 approaches to the village) to reinforce the existing 30mph speed limit through Appleton Thorn village
 - Additional signing reinforcing the existing 40mph speed limit along Lumb Brook Road between Appleton Thorn village and the A56 Grappenhall Road
 - Provision of a new signalised pedestrian crossing facility on Witherwin Avenue, linking residential areas to the north with Grappenhall Heys Primary School
 - Additional signing of car parking facilities on Stansfield Drive for Walled Garden visitors

Education – No objection subject to a S.106 contribution for primary school

provision of £1,492,680 and for secondary school provision of £1,164,312.

Public Health – No objections subject to a S.106 contribution to healthcare of £308,400.

Environmental Protection – No objections subject to conditions.

Flood Risk Team – No objections subject a condition.

Trees – No objections subject to conditions.

Ecology – No objections subject to conditions regarding the following.

- Great Crested Newts – No development to commence until scheme or reasonable avoidance measures submitted and approved.
- Amphibians - as part of reserved matters full amphibian surveys to be carried out for the ponds within 50m of the site
- Bats – bats and lighting strategy
- Badgers – development not to commence until Natural England License obtained authorising commencement or written confirmation that such a license is not required
- Badgers - development not to commence until method statement submitted and agreed to prevent badgers being trapped within open excavations, culverts and pipes.
- Breeding Birds Season – no works between 1st March and 31st August
- Invasive Species - development not to commence until method statement submitted and agreed
- Protection of Grappenhall Heys LWS and Morris Brook – development not to commence until method statement submitted and agreed covering construction and post construction impact
- Habitat Loss –reserved matters application submission to provide a landscape and environmental management/monitoring plan (LEMP) to deal with the following matters:
 - Aims and objectives of the management plan including measure to mitigate for loss of bird nesting habitat and amphibian terrestrial habitat
 - Provision of a minimum of 2.41ha of high ecological value habitats in good condition prior to sale of first property to partially mitigate for biodiversity losses on-site
 - A work schedule including 5 years of maintenance
 - Details of the body or organisation responsible for implementation of the plan
 - 10 years of monitoring

The LEMP shall also include details of legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer and contingences should habitat creation measures fail. The approved plans will be implemented

in accordance with the approved details

Crime Reduction Officer – No objections, but some concern raised regarding ensuring that proposed footpath from Chichester Close through the development is well designed.

United Utilities – No objections subject to conditions.

Notification Responses

David Mowat (former MP)

Whilst the site has been identified as having development potential for a number of years this does not mean that developments should just be approved. These proposals will represent a significant increase in the number of houses in the area, all of which should be accompanied by the appropriate levels of infrastructure; especially in terms of highway-investment.

Therefore it would be reasonable for the Council to ensure that the appropriate financial contributions are made towards meeting the costs of health and educational needs of the prospective occupiers of these new homes. However in addition, and perhaps more importantly, to insist that any additional highway-infrastructure required to support this level of development be put in place before of any of the new houses are occupied.

Whilst it is important to meet the housing needs of the region, if the appropriate level of infrastructure is not provided support these homes the lives of both existing and prospective residents will be blighted for many years to come.

Ward Councillor (s):

Cllr Prof Brian Axcell - Objects on highway grounds. If allowed the proposal would adversely affect south Warrington. It should be considered together with the other HCA site and the application for 9 dwellings in Appleton Thorn, as the cumulative impact of these developments on the road network in south Warrington would be unacceptable, given over 2000 cars would enter an already very congested network.

No new amenities are proposed so the development would be car reliant, especially for commuting. An improved bus service with a half hourly service would not alter travel behaviour, especially as bus services would be less reliable due to further traffic congestion, and suggestions of car-sharing, walking or cycling are not practicable for people living on the fringe of town.

There are a number of bottlenecks in south Warrington where traffic congestion regularly occurs including the Cat & Lion A49/B5356 junction; Lumb Brook Road at the canal bridge and the adjacent Grappenhall Road/Ackers Road traffic lights, and the centre of Stockton Heath.

There are no proposals for new highway infrastructure to bypass these congestion hotspots. When previous development at Grappenhall Heys came forward it was made it clear that no more development here or at Appleton Cross would be allowed until the Howshoots Link Road is constructed, but this is not part of the proposals and on this ground alone the planning application should be refused. But the Howshoots Link by itself, would not prevent increased congestion and further road infrastructure would be needed

In conclusion, this application has to be refused on highways grounds.

Cllr J Wheeler – Objects. Requests deferral until the new Core Strategy, Local Plan and Green Belt Review is completed; given the 2014 Local Plan is outdated and gives no guidelines on how development and associated infrastructure will look from 2018 onwards. The four applications in the area should be considered as a strategic development and there should be strategic changes to the transport infrastructure.

This development will mean up to 3000 cars on the local road network. Whilst the immediate road network is satisfactory, all vehicles will exit onto junctions at, nearly at, or over capacity. What it does not do is look at the wider network and the crucial junctions. Junctions which are over capacity include the Cat and Lion/A49/ M56 junction and Lumb Brook Road/Grappenhall Road junction. Those at Lyons Lane/A49 and the Dingleway/A49 (which does not appear to have been assessed in this study) are extremely busy and it is a serious omission not to consider the A49 junction through Stockton Heath which is already at over-capacity and cannot be re-configured. Policy CS4 of the LPCS is relevant.

Whilst the footpaths and cycle routes within the site appear satisfactory, there are no safe and dedicated cycling routes on the A49, or any roads around it. To say that this development is sustainable is wrong.

To promise additional bus routes which rely very much on the re-configuration of existing bus routes and the capacity of Network Warrington to do this is to be welcomed but it is merely words on paper. Far more detail is required. Policy MP1 of the LPCS is relevant.

There is no mention of owls in the ecology assessment but there are owls in the trees around Grappenhall Heys so this should be brought to the attention of GMEU.

Grappenhall & Thelwall Parish Council – Object

Inadequate provision of highways to mitigate the increased traffic from the three sites at Grappenhall Heys, Appleton and Pewterspear Green. The Howshoots Link and Wrights Green Distributor should be a condition of the outline planning permission funding from the HCA should be sought via s278 of the Highways Act 1980.

Very disappointed that there are no proposals for additional community

facilities/village centre.

A direct road link from Witherwin Avenue to the Stansfield Drive car park should be provided to reduce the traffic driving past the school to access the car park. Busy events at Grappenhall Heys Walled Garden mean a very large number of cars are parked along Witherwin Avenue. A direct route to the car park would encourage visitors to make better use of the car park which it is understood would be extended as part of the development plan.

With the increased volume of traffic on Witherwin Avenue, a lay by needs to be provided outside Grappenhall Heys Walled Garden to provide additional parking and to ensure that Witherwin Avenue is not obstructed by parked cars.

Appleton Parish Council – Object -

Traffic

Current measures outlined in the Transport Assessment do not go far enough.

Reinforcement of existing speed limits and limited improvements at the A49 Cat & Lion signalised junction are not sufficient. In addition, no mention is made of the junction of Lumb Brook Road with the A56 which is already at capacity.

The current busy road network does not have the capacity to cope with the additional traffic from the cumulative impact of all these housing developments. Further road and traffic management improvements will be essential and the applicant must fund necessary junction improvements.

The previously proposed, must be reconsidered, funded and built by the HCA before any development commences.

Given the severe impact of cumulatively over a thousand new homes in the South of Warrington, it is essential that the Wrights Green District Distributor Road and the Howshoots link, providing a new link to the motorway network are both funded by the applicant and a planning condition imposed to ensure they are in place before any houses are built. Without these Highways infrastructure improvements, this planning application should be refused.

It is noted that the applicant will be required to provide an accumulative effect of the highways impact of all Homes & Communities development proposals in 2021. This is far too late and should be undertaken now and the necessary highways infrastructure be improved before any building work has commenced. This must be made a planning condition of any outline permission.

The Parish Council also supports the request from Grappenhall Parish Council for a direct road link from Witherwin Avenue to the Stansfield Drive car park as this would reduce traffic past the school and encourage visitors to use the Grappenhall Walled garden car park.

Infrastructure

The Parish Council is concerned about the sheer volume of housing planned by the applicant in the immediate area. Whilst this may be in accordance with housing targets, concerns are raised that local infrastructure will need extensive upgrading in support any new residential development. The proposals are not sustainable housing developments as there is no local infrastructure to support them.

The proposals contain no proposals for additional community facilities, such as retail shop or additional health facilities.

Request that this is referred to Committee and that members undertake a site visit prior to any decision being made.

Stockton Heath Parish Council – Object

The cumulative effect of the developments on Stockton Heath should be considered. Of particular concern is the volume of vehicles these developments would introduce on the roads which are already at capacity, and these roads will form part of the link from the developments to the new river crossing on the A5060 creating a funnel effect on traffic travelling south to north.

Lymm Parish Council – Objection letter received prior to submission of the application raising concerns over traffic, school provision and requirements for local infrastructure provision.

Stretton Parish Council – Stretton Parish Council would like to raise severe concerns as to the detrimental effect this application would have on local traffic and in particular the junction situated at the Cat & Lion, which has previously been reported to be over-capacity. Any major housing development such as this would adversely affect this further and we would strongly request that due consideration is given into ensuring that both the traffic and pedestrians are protected and a thorough review of traffic undertaken, taking into consideration applications at Stretton and Grappenhall also.

Woodland Trust – Object:

- The proposed development will completely isolate the section of Grappenhall Heys to the south of Astor Drive from the wider landscape;
- Intensification of recreational activity of humans and their pets, leading to disturbances to breeding habitats of birds, litter, trampling and fire damage;
- Development of informal pathways into our site;
- Pollution from noise, light and waste during both construction and operational phases of development;
- Development providing a source of non-native plants and aiding their colonisation;
- There will inevitably be safety issues in respect of trees adjoining public

areas and buildings, which will be threatening to the longer-term retention of such trees;

- There can be changes to the hydrology altering ground water and surface water quantities. Also the introduction of water run offs from residential development will result in changes to the characteristics and quality of the surface water as a result of pollution/contamination etc. It is not clear from the application if surface water is being directed on to our site from the proposed development;
- The Trust is concerned about the design of the proposed development, which is too close to its boundary and may cause negative impacts on the ecology of the woodland;
- A landscape buffer zone is required to the woodland to mitigate potential edge effects– in this case the Trust recommends at least 30m.

Neighbours

The application was publicised by sites notices, press notice and neighbour letters.

At the time of report preparation, upwards of 360 objections have been received in relation to the proposed development.

Full comments are available to view on the Council's website, however the key issues raised are summarised below:-

- No regard to Housing White Paper and additional protection to Ancient Woodland & brownfield emphasis
- Loss of Green Belt land
- The development is unsustainable and will have a major carbon footprint
- Is additional housing actually needed?
- The site is Greenfield
- Although aware of future plans for housing there are plenty of brownfield sites which should be developed first
- The Council has earmarked South Warrington as a soft target for housing
- Apartments should not be allowed
- Highest standards of housing need to be demanded from this development e.g. Code 6 Sustainable Homes
- Type of housing that will be provided will not meet affordable housing needs
- Affordable housing should not be included on a relatively remote site
- Density for each parcel of land and split of house types should be provided
- Density too high and not in keeping with visual appearance of estate
- Roads/junctions inadequate to cope with the level of additional traffic generated, particularly at peak times and if motorways suffer problems
- New roads (e.g. Howshoots Link & Wrights Green Distributor) need to be constructed before development of any more housing

- Delivery of the Howshoots relief road would cause more problems including rat running
- New roads would blight property
- Emergency services could be impacted by additional traffic
- Children's safety will be put at risk
- A stage 2 safety assessment should be carried out to review full safety implications
- Only illustrative plans have been provided – no firm assurance that key routes will not be bisected
- Insufficient accesses provided
- Lack of parking for existing facilities will be exacerbated
- Cat & Lion junction may not be severely impacted – traffic will use Lumb Brook Road instead
- A number of roads suffer from use as dangerous rat run by speeding motorists
- What about the impact of the 1100 homes planned by Redrow Homes by Sandymoor?
- Modelling of traffic inaccurate – estimates only 0.5 journeys per address at peak times
- Pinch points not all assessed
- Has traffic survey considered Latchford?
- Those determining the application should experience traffic problems themselves
- Pedestrian crossing over Witherwin Avenue for children accessing play area required before construction
- Access to proposed drop off through estate – should provide link road via Witherwin Avenue and car park
- Drop off at school would be unfeasible
- Grappenhall Heys primary school is a future two form entry school – meaning the amount of traffic will double – increasing accident risks.
- Envisaged that a High Level Bridge Crossing across the ship canal was required before significant new housing could be built south of the ship canal
- The application should consider the implications of the Runcorn – Widnes Bridge toll and the massively increased usage of the Manchester Ship Canal
- An integrated transport plan should be produced to deal with all transport impacts in surrounding areas
- Nature of footpaths/Bridleways would change, including disruption/loss
- Nearest services are not within walking distance and roads to them have little/no footpaths
- Proposals inconsistent with aims of LTP
- Cycle routes need to be provided
- Cycle Routes/increased buses/car share won't help
- Site poorly served by public transport including rail – no commitment to improve services
- Consider moving the refuse disposal site out of Stockton Heath
- Appleton Thorn industrial area will continue to grow

- Plots A & B should be provide with separate access
- Traffic disruption during construction
- Speed enforcement cameras should be installed on Witherwin Avenue
- Existing noise levels to gardens along Witherwin Avenue exceed guidelines – quiet tarmac on Witherwin Avenue should be secured by S.106.
- Traffic calming along Witherwin Avenue would help alleviate noise
- Noise solutions should be finalised now not left till later application
- Noise assessment not undertaken properly
- Noise, disturbance. and impact on way of life from additional houses, accesses and vehicles
- Details mention picturesque view available from the development but does not refer to future developments impacting on this
- Quality of life should be protected
- Quiet estate will be turned into busy main road
- Impact on social environment - Chapelford Village is experiencing significant problems with unruly youths
- Unclear how close properties would be from existing houses
- Increased pollution in the area – noise / air / light – impact on health
- Green spaces will be lost, whilst increasing man made pollution – making air quality significantly worse
- Pollution levels in Latchford are at dangerous levels and current NOx levels are likely to frequently exceed legal levels. Additional traffic will further exacerbate these levels. Pollution monitoring should be in the planning application.
- Air Quality Assessment inconsistent with long term aims of LTP
- Consider moving the refuse disposal site out of Stockton Heath
- Disruption during construction
- No capacity at / or additional strain / or lack of local services such as shops, banks, pubs, health care, schools, social care , community & leisure facilities, public transport & emergency services
- The applicant has made misleading comments about school provision
- Timescale for development and local facilities provision unclear
- Services will only follow well after the development has been occupied
- Not clear how healthcare facility will be staffed as GP vacancies across Warrington are unfilled
- Infrastructure required alongside new homes
- The Council cannot maintain local resources currently so extra demand will mean further deterioration
- The houses should not be built until further facilities are provided
- Are jobs available for new inhabitants?
- Effect on subsurface infrastructure
- Recent plans in north Warrington turned down due to lack of infrastructure
- Loss of open / green space key to character of area will increase obesity
- Loss of/detrimental impact on recreational areas used by wider community

- Provision for public spaces is extremely limited
- Area around walled garden should be kept as parkland so its atmosphere is maintained
- Loss of habitats including wildlife corridor and loss of wildlife
- Impact on rare/endangered/conservation concern species
- A full ecology and conservation report is required.
- The Council should confirm it has followed the mitigation hierarchy and will ensure no net loss of biodiversity to comply with NPPF and the Natural Environment and Rural Act 2006.
- Parts of Ecology Report have been redacted – which species does this refer to?
- Ecology Reports do not reflect Warrington Landscape Character Assessment
- Viability of drainage systems to cope with increased developed areas
- Flooding
- Lack of consultation / communication to residents
- No follow up from initial community meetings
- Problems submitting objections
- Insufficient time to respond
- Unsustainable cumulative impact of 3/4 developments – will lock together villages in South Warrington villages losing their individual character in urban sprawl
- Future development by HCA needs to be considered
- Lack of strategic and holistic planning
- Applications are being rushed through
- The 3 HCA developments should be phased so each is fully occupied and bedded in before the next progresses
- Same covenants should be applied as existing properties in Grappenhall Heys
- Profit is the reason for this application
- Loss of property values
- Cease to attract more affluent people
- Lack of information provided so how can this be passed?
- Housing development should be distributed throughout the Borough and not just in the south
- Houses should have been built on retail parks
- The Council holds no value to its residents
- Commitments made in previous applications in the area have never been brought forward
- Effect on rating due to affordable housing
- Proposals “green lit” given larger Council tax receipts from South Warrington
- How will additional Poll Tax be reallocated to south Warrington?
- How will the correct number of homes being built be monitored?
- Applicants don't live in the area so don't understand the realities suffered
- Applications should be referred to Secretary of State for determination

Appraisal

Principle

Mitigation for the highways, environmental, ecological, heritage and other impacts set out below in this report are capable of mitigation by conditions, or via S106 agreement. The proposals are fully compliant with the Council's Planning Obligations SPD, with regard to Highways matters; school places; public health contributions and affordable homes

The delivery of up to 400 dwellings at this site would accord with the presumption for sustainable development set out in the National Planning Policy Framework (NPPF). The proposal would make a significant, and needed, contribution to the Council's supply of housing land

The NPPF is clear in its intention to boost significantly the supply of new housing and emphasises that housing applications should be considered in the context of the presumption in favour of sustainable development.

Until the Council can demonstrate a five year housing land supply, the presumption in favour of sustainable development - as set out in paragraph 14 of the NPPF – applies. It is considered that the proposal is acceptable in this context.

The land was originally acquired by the Commission for New Towns and has a previous consent under sections 7(1) and 7(2) of the New Town Act 1981. This consent is not time limited, and gives consent for the principle of residential development on the site. The site is also included in the Council's housing land supply and is identified in the Strategic Housing Land Availability Assessment (Ref 1650) as suitable, available and achievable.

In the absence of a five years housing land supply planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. Policy CS1 in the Local Plan Core Strategy is consistent with this approach.

The principle of residential development on this site has previously been accepted as part of the 1981 Act. The principle of the development is acceptable in policy terms, subject to other considerations set out in the report.

Mitigation for the highways, environmental, ecological, heritage and other impacts set out below in this report are capable of mitigation by conditions, or via S106 agreement. The proposals are fully compliant with the Council's Planning Obligations SPD, with regard to Highways matters; school places; public health contributions and affordable homes

There is no requirement to refer this application, if approved, to the Secretary of State under the Town and Country Planning (Consultation) (England)

Direction 2009.

Highways & Transportation Matters

It is concluded that subject to the mitigation which would be delivered as part of these proposals, that the development could take place without severe impact to the highway network, and that the refusal of permission would not be justified on these grounds.

The submitted Transport Assessment (TA) considers the impact of this development and the traffic likely to be generated by the committed or potential future residential development in the area. The TA forecasts that most of the road junctions in the area would be able to deal with the traffic produced. The A49/A56 junction would be marginally over capacity in some forecasting – but not to the extent that it would require mitigation.

The site would be accessed from a number of points, which would be upgraded to current design standards.

As required by the size and scale of the proposals, a Transport Assessment (TA) has been submitted with the application. Given the extensive development taking place in the South Warrington area, WBC Highways have requested the applicant not only assess the traffic generated by this application, but also to assess traffic generated by the committed and other potential large scale residential development in the area.

The assessment of traffic impact shows that with the exception of the A49 London Road / Stretton Road junction and the A49 London Road / A56 Grappenhall Road junction, the junctions that have been assessed are predicted to be able to accommodate the development traffic without impacting on junction operation..

The A49 London Road / A56 Grappenhall Road junction is predicted to operate marginally below the capacity threshold with this development in place, but just over capacity in forecasts which take into account other potential large scale housing projects. The impact of the current Grappenhall Heys proposal on this junction is marginal.

For the A49 London Road / Stretton Road (Cat & Lion) junction, the junction is predicted to be over-capacity in 2021 even without the development. When the development traffic for this application is added, the performance deteriorates - but not by an amount that can be considered significant or severe. When the 'all development' scenario is modelled the operation of the junction is affected by the cumulative impact of all the developments, with the operation exceeding the absolute capacity threshold.

In recognition of this cumulative impact, an option to enhance the operation of the junction has been identified. This would provide a dedicated right turn lane into Hatton Lane, which would reduce the potential for right turning vehicles blocking southbound ahead movement. The applicant would enter into a

Section-278 agreement to contribute to the cost of the proposed junction improvements.

Subject to the proposed mitigation, the Council's transportation officer support the conclusions of the submitted TA and that there are no justifiable transportation or highways grounds to refuse planning permission.

Design

Detailed matters of layout, scale and appearance do not form part of this application - and are reserved for later consideration.

A small part of the south west of the site lies within the Appleton Thorn Neighbourhood Plan (ATNP) boundary area. However, the ATNP does not include specific policies regarding the development of this site, although a general design policy (AT – D1) outlines that development would need to be suitable in terms of the overall design and appearance (including amongst other things size and scale) when assessed in relationship with surrounding buildings, etc. Although details of scale are reserved for later consideration, the proposals outlined in the Planning Statement suggests that new homes will mostly be no lower than 2 storeys and up to 2.5 storeys with the potential to raise this up to 3 storey for apartments and town house dwellings, where appropriate, that could be located at and around key frontages, gateways and nodal points. Considering the development in the area there are some 3 storey elements and also 4 storey elements to key frontages. Therefore the principle of up to 3 storeys to certain limited elements in principle is unlikely to be out of character with development in the area. Normally, these detailed matters would be considered at reserved matters stage.

An indicative site plan and other indicative plans have been submitted for illustrative purposes to provide an example of how up to 400 dwellings could be accommodated on the site.

It is considered that the application demonstrates that the site could satisfactorily accommodate up to 400 residential units and that the proposed density of development is acceptable.

The access points into the site are for detailed consideration as part of this outline application and plans indicating these have been submitted. The infrastructure to facilitate the site has been completed as part of previous phases of development as part of the New Town approval. The illustrative plan shows a layout that would follow the prevailing pattern of development in the area with active street frontages included to important routes - however this is not a matter for consideration at this stage.

The application seeks to retain the trees and hedgerow to the boundaries, which would provide some screening in the short term. In the longer term, a landscaping scheme with additional tree planting would provide further mitigation through screening/softening of the views once the planting matures.

In landscape and visual impact terms, whilst there are some recognised effects through the development of open land, the site is not isolated and forms the residential edge of the urban area. The proposed residential development is not uncharacteristic of the area, which is predominantly residential.

A condition requiring the implementation of a 30m landscape buffer zone as recommended by the Woodland Trust is not recommended. However, it is recognised that no permission would be granted for the indicative housing plots shown on the illustrative masterplan.

Amenity

Detailed matters of layout, scale and appearance and landscaping reserved for later consideration. The submitted illustrative masterplan shows one possible way in which the site could be developed.

Any layout considered at reserved matters stage would need to achieve appropriate separation distances between existing and proposed dwellings, which would be assessed once full design details are submitted.

It is considered that residential development would be compatible with the surrounding land use which is predominantly residential.

The application is accompanied by a noise impact assessment which concludes that the change in vehicular movements associated with the proposed cumulative HCA developments is predicted to give rise to either minor or negligible noise impacts.

The Council's Environmental Protection team have assessed the proposals in terms of potential impact on amenity and raise no objection, subject to the imposition of conditions regarding noise insulation of properties (including outdoor areas); control over any externally located plant or equipment; submission of a Construction Environment Management Plan (CEMP) and set back of play areas from residential properties. The CEMP would also deal with mitigating or reducing as much as possible any effects from construction on surrounding land.

Some objectors have raised that some existing properties are currently affected by noise, however the proposals under consideration here cannot be harnessed to resolve existing issues. Subject to the delivery of mitigation by condition, future occupiers of the proposed development would not be adversely affected by noise. Existing residents are unlikely to be adversely affected by noise associated with the development proposals.

Air quality impacts have also been raised in objections; however, in accordance with relevant guidance it is not considered that the proposed development would have a significant detrimental effect on local air quality.

Construction impacts such as noise and disturbance are typically controlled

by way of a Construction Environmental Management Plan. If developed as proposed, it is not considered that the proposal would result in adverse impacts of noise and disturbance to the detriment of neighbouring residential amenity.

Overall therefore it is considered that the proposals would be unlikely to have any significant adverse impacts on the amenity of current nearby residents or the future occupants of the site in accordance with Policy QE6 of the LPCS.

Housing Mix and Affordable Housing

The application identifies that the proposed new homes would include for a range of types and tenure to meet local demand and that 30 per cent affordable housing would be provided on site – divided equally between affordable rent and intermediate housing. A condition would ensure policy compliance in this regard.

Education

There is insufficient capacity in the area for primary and secondary provision when taking into account committed housing developments and sites which form part of the Council's five year housing land supply. The following financial contributions are therefore agreed with the applicant (based on 400 dwellings) and would be used to create capacity in the area:

Primary provision:

£1,492,680

Secondary provision:

£1,164,312

This would mitigate the impact of the proposal on primary and secondary schools in the area and would be secured by an s106 legal agreement.

Public Health

There is insufficient capacity for primary care in the area when taking into account committed housing developments and sites which form part of the Council's five year housing land supply. A financial contribution (based on 400 dwellings) of £308,400 is required towards the delivery of primary care facilities in the area. This would mitigate the impact of the proposal on primary care and would be secured by an s106 legal agreement.

Public Open Space, Pitch Sports and Recreation

Subject to the delivery of the agreed provision of open space and the agreed contributions to improve facilities at New Lane and Broomfield's Leisure Centre, it is considered that the proposals are policy compliant.

The Grappenhall Heys site would provide the required maximum total of 0.83ha of public open space, including on-site children's play space.

The illustrative masterplan shows that a play area could be accommodated within the site, in a central location. A condition is recommended to ensure that details of the equipment provided on the areas of play and their design is submitted as part of future reserved matters.

In terms of informal play space there is a large site (1.24ha) to the south of Wolfe Close that will be accessible to residents on the northern part of the application site, but not particularly accessible to those on its southern end. Therefore, based on 400 dwellings, provision of 0.30ha of informal play space is required in the southern part of the development site.

The Grappenhall Heys Walled Garden is a large site (1.42ha) immediately to the north of Dashwood that will be accessible to residents on the northern and central parts of the application site, but not particularly accessible to those on its southern end. Therefore provision of circa 0.30ha should be provided in the southern part of the development site, and this would be pursued as part of reserved matters.

It is considered that the proposal could deliver the required open space - which amounts to 0.83 hectares (based on 400 dwellings), much of which would need to be designed to serve the southern part of the site. This takes into account the recognition by HCA that the scheme has the flexibility to deliver circa 7 hectares of public greenspace.

There is a deficit of formal playing pitch provision for junior football and rugby league pitches in South Warrington, and high demand in the area for additional sports pitch provision. The existing facilities at New Lane, on the edge of Appleton Thorn have been identified as a location where enhancements could improve playing capacity, and (based on 400 dwellings) a financial contribution of £87,280 is to be provided to deliver off-site improvements to improve playing capacity.

Ecology

Having regard to the submitted ecological appraisal and the advice and recommended conditions provided by the Council's ecology advisers, it is considered that the Grappenhall Heys proposal would not adversely affect nature conservation interests and would accord with Policies QE3 and QE5 of the Local Plan Core Strategy.

The Council's ecologist (GMEU) has assessed the application with the conclusion that the main impact would be the scale of loss of low value ecological habitats. Great crested newts were also found in ponds off-site and it is therefore likely a great crested newt license will be required. A badger license is also likely to be required. Other issues relating to the proximity of the development to Grappenhall Heys Local Site and Morris Brook, nesting birds, invasive species and bats can be resolved via conditions – which are set out at the end of this report.

The applicant has indicated that they intend to provide a substantial amount of tree and woodland planting on site. They say that proposed public open space/grassland areas will be more species rich than the lost habitat, and additional green infrastructure to be provided would improve connectivity throughout the site and between surrounding woodland areas to the benefit of wildlife. They also intend to provide additional ponds on site and bat boxes are also to be installed. Bearing the above in mind and also that the applicant indicates that the site can deliver approximately 7ha of public greenspace, it is considered that the scheme could deliver the required provision of 2.41ha of high ecological value habitats on site.

The Council's Ecologist has provided further comments regarding owl species confirming that there would be unlikely to be any significant impacts on owls.

The application is supported by an Ecological Impact Assessment (EclA) which is informed by an extended Phase 1 habitat survey and phase 2 surveys for bats, great crested newts, badgers and breeding birds.

The EclA sets out that Grappenhall Heys LWS is immediately adjacent to the west and northeast of the site and the Dingle and Ford's Rough LWS (also an Ancient and Semi-Natural Woodland) lies 300 metres to the west.

Habitats and features on the site include arable land, improved and semi-improved grassland, broadleaved trees and woodland, hedgerows and standing water.

Great crested newts are present in two ponds within 140 metres and 215 metres of the Application Site.

Some trees exist which have bat roost potential. Bats were recorded commuting and foraging on the site in 2016.

Three notable bird species (dunnock, song thrush and tree sparrow) were recorded as having breeding territories within the Application Site during May and June 2016.

There is an active badger on the site boundary and one close by. An inactive sett is also close by.

There are small areas of suitable habitat on site for common reptile species.

Areas of plantation broadleaved woodland, scattered trees and hedgerows within the site are generally to be retained.

The site itself is lacking mass tree coverage and is generally left to open ground, with tree stock and vegetation being confined to field boundary lines and beyond the perimeter of the proposed site.

The outline proposal sees the retention of the majority of noticeable trees of merit, incorporating them into areas of open space and link ways throughout

the site. The site is bounded by a number of established copses and wooded areas of significant merit to the surrounding landscape, the open spaces provided between the indicative housing plots and the third party tree stock is welcomed, as this provision will aid in decreasing future pressure from occupants upon this valuable tree stock.

The submitted tree survey makes reference within sub-section 3.05 to the presence of five trees, of either veteran status or have the potential to become veteran trees. These trees must remain as part of any proposal, and this is to be secured via condition as is provision of landscaping and a landscape management strategy.

Having regard to the submitted ecological appraisal and the advice and recommended conditions from the Council's ecologist and tree officer, it is considered that the proposed development would not adversely affect nature conservation interests and would accord with Policies QE3 and QE5 of the Local Plan Core Strategy.

Flood Risk and Drainage

The Council's Drainage Team and United Utilities raise no objections and consider that a condition to require the provision of a detailed design for surface water drainage layout and attenuation is appropriate

A Flood Risk Assessment (FRA) has been submitted which assesses the potential flood risks to and from the proposal. The site lies within Zone 1 of the Environment Agency Flood Map and is therefore at low risk from fluvial flooding, and the development is therefore suitable.

The proposed development will increase the impermeable area of the site and will result in an increase in surface water run-off. Given its greenfield status, any additional surface water runoff volumes from new hardstanding will have to be limited and restricted to Greenfield runoff rates. Any ponding resulting from potential groundwater flooding will be mitigated through design and there may be an opportunity to incorporate new attenuation ponds and swale features into an overall SUDS strategy for the site – as shown on the indicative landscape and open space plan. Surface water flood risk management is to be agreed as part of the reserved matters stage, and would need to take account of the likely increased rainfall as a result of climate change and the always present risk of flooding from the failure of artificial drainage systems.

Heritage

It is considered that the proposals would have a very limited potential to impact on the historic environment.

There are no Listed Buildings, Locally Listed Buildings, Scheduled Ancient Monuments, Cheshire Historic Environment Record Listings or other significant historic features on the site. The proposals may have some impact

on the setting of the Grappenhall Walled Garden but this is not a designated heritage asset.

Land Quality

An assessment has been submitted which identifies that targeted ground investigation should be conducted. The Council's Environmental Protection team has recommended conditions which would ensure that the findings of such work is verified.

Planning Obligation

The following financial contributions are agreed to mitigate the impacts of the proposal:

- Highways - Approximately £242,500 for enhancements to bus service number 8; approximately £10,000 for 2 bus stops and associated works on Witherwin Avenue and a sum (to be confirmed) for local area road safety measures and signing/lining, and a further sum (to be confirmed) for provision of a new signalised pedestrian crossing facility on Witherwin Avenue, linking residential areas to the north with Grappenhall Heys.
- Education - £1,492,680 for Primary provision and £1,164,312 for Secondary provision.
- Public Health - Contribution to healthcare of £308,400.
- Sport & Recreation - £87,280 to facilitate off-site improvements to improve playing capacity at New Lane and £312,246 to enhance facilities at Broomfield's Leisure Centre.

Other than the Highways figure, these are maximum figures. If less than 400 dwellings are delivered then the amounts could be reduced pro rata..

Other Matters

Private covenants; loss of property value; loss of a view; effect on rating; and where the applicant lives are not material planning considerations in the determination of this application.

Conclusions

The delivery of up to 400 dwellings would make a significant contribution to the Council's supply of housing land, and is considered to be suitable, available and deliverable insofar as the Council's most up-to-date Strategic Housing Land Availability Assessment (SHLAA) is concerned.

Detailed assessment of traffic impact concludes that subject to the delivery of the mitigation submitted and agreed as part of this application, no further additional infrastructure is required to enable this development.

The application would accord with the NPPF in its clear intention to

significantly boost the supply of new housing and the presumption in favour of development in sustainable locations.

Mitigation for the highways, environmental, ecological, heritage and other potential impacts are capable of mitigation by conditions, or via S106 agreement.

The proposals are fully compliant with the Council's Planning Obligations SPD, with regard to Highways matters; school places; public health contributions and affordable homes

Overall, there are considered to be no overriding adverse impacts which would significantly and demonstrably outweigh the potential benefits of granting planning permission.

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 3 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 and Country Planning Act 1990.

2. The development hereby permitted shall not be carried out otherwise than in accordance with the following submitted plans, insofar as they relate to access, and any subsequently approved reserved matters:

5148512-ATK-L-0006 - Site Location Plan

5148512-ATK-L-0007 - Site Plan

GH_A_0001 Rev. P02 - Vehicular Access Location A Continuation of Existing Astor Drive

GH_A_0001 Rev. P02 - Vehicular Access Location A Continuation of Existing Astor Drive Vehicle Tracking

GH_B_0001 Rev. P02 - Vehicular Access Location B Continuation of Existing Tresham Drive

GH_B_0001 Rev. P02 - Vehicular Access Location B Continuation of Existing Tresham Drive Vehicle Tracking

GH_C_0001 Rev. P02 - Vehicular Access Location C Continuation of Existing Stansfield Drive

GH_C_0001 Rev. P02 - Vehicular Access Location C Continuation of Existing Stansfield Drive Vehicle Tracking

GH_D_0001 Rev. P02 - Vehicular Access Location D Witherwin Avenue/ Curzon Drive Amended Roundabout

GH_D_0001 Rev. P02 - Vehicular Access Location D Witherwin Avenue/ Curzon Drive Amended Roundabout Vehicle Tracking
GH_E_0001 Rev. P02 - Vehicular Access Location E Continuation of Curzon Drive
GH_E_0001 Rev. P02 - Vehicular Access Location E Continuation of Curzon Drive Vehicle Tracking
GH_F_0001 Rev. P02 - Vehicular Access Location F Continuation of Lichfield Ave
GH_F_0001 Rev. P02 - Vehicular Access Location F Continuation of Lichfield Ave Vehicle Tracking
HCAAG-ATK-HW00-DGN-DR-D-0104 Rev. P1.1 - A49 Cat and Lion Junction Potential Concept Scheme

Reason - To define this permission.

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

Layout
Scale
Appearance
Landscaping

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

c) Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.

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

4. No more than 400 dwellings shall be constructed and occupied as part of this permission.

Reason: To define this permission, and in order to ensure that an appropriate quantum of development is not exceeded in accordance with Policies CS 1, QE 6; QE 7 and MP 1 of the Warrington Local Plan Core Strategy.

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

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

6. No works to trees or shrubs shall be undertaken between 1st March and 31st August in any year unless a detailed breeding bird survey by

a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Reason: In order to avoid adverse impacts on nesting birds in accordance with Policies CS1 and QE 5 of the Warrington Local Plan Core Strategy.

7. No site clearance, earthworks or development shall take place until a method statement detailing eradication and/or control and/or avoidance measures for Himalayan balsam and rhododendron has been submitted to and agreed in writing by the Local Planning Authority. The agreed method statement shall be fully implemented in accordance with the approved details.

Reason: This is required prior to the commencement of any site clearance, earthworks or development in order to ensure that invasive species are dealt with appropriately prior to potentially being spread in accordance with Policies CS1 and QE 5 of the Warrington Local Plan Core Strategy.

8. No site clearance, earthworks or development shall take place or material or machinery brought on site until a method statement to protect Grappenhall Heys Local Wildlife Site and the Morris Brook from accidental spillages, dust and debris submitted to and agreed in writing by the Local Planning Authority. The agreed method statement shall be fully implemented and maintained in accordance with the approved details and for the duration of the full construction period.

Reason: This is required prior to the commencement of any site clearance, earthworks or development in order to ensure that protection measures are in place before any works commence to protect Grappenhall Heys Local Wildlife Site and the Morris Brook in accordance with Policies CS1, QE 5 and QE 6 of the Warrington Local Plan Core Strategy.

9. No earthworks or development shall commence unless the local planning authority has been provided with either:

- a) a license (relating to badgers) issued by Natural England authorising the specified activity/development go ahead: or
- b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified development will require a license relating to badgers

Or the LPA has agreed in writing that a license is not required.

Reason: This is required prior to commencement of development given that earthworks/ development has the potential to damage badger setts

and it is an offence to intentionally or recklessly interfere with a badger sett under the Protection of Badgers Act 1992, and in accordance with Policies CS1 and QE 5 of the Warrington Local Plan Core Strategy.

10. No earthworks or development shall commence until a method statement is submitted to and agreed in writing by the Local Planning Authority to prevent badgers being trapped within open excavations, culverts and pipes. Development shall be carried out in accordance with the approved details.

Reason: This is required prior to commencement of development given that badgers are protected under the Protection of Badgers Act 1992, and any excavation works would be likely to be an early activity in the development process, in accordance with Policies CS1 and QE 5 of the Warrington Local Plan Core Strategy.

11. Prior to the commencement of any works on site, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The CEMP shall review all construction operations proposed on that phase of the 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
- Protection of the existing ditch on site from spillages, dust and debris
- Consideration for joining a Considerate Contractors Scheme

The CEMP shall consider in each case issues relating to dust, odour, control of waste materials and vibration.

The management plan shall include a restriction on HGV construction vehicles moving to / from the site during school start and end times.

The approved scheme shall be implemented in full 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: In the interests of protecting the residential amenity of nearby residents during construction from adverse impacts associated with noise, dust, air quality and construction related activities, in accordance with Policies CS 1 and QE 6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

12. 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 and VERIFICATION

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

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

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with Policy QE6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

13. No development shall commence until a local employment scheme has been submitted to the local planning authority for approval. The scheme shall outline the means of maximising the local impact from the development in terms of contracting and supply chain opportunities for local businesses and job opportunities for the local community/residents. The approved employment scheme shall be fully

implemented in accordance with the approved details.

Reason: This is required prior to the commencement of development to ensure local employment opportunities are maximised in accordance with Policy PV3 of the Warrington Core Strategy and the Planning Obligations SPD.

14. A scheme for insulating the building envelope from noise sources both within and outside the property or properties shall be submitted to and approved by the LPA before construction above ground floor slab level commences on any individual phase. This scheme must achieve the internal noise levels set out below and include any transportation, industrial, commercial and entertainment noise and shall be based on findings from an appropriate noise assessment.

The following noise levels will need to be achieved in habitable rooms and outdoor areas as set out in BS8233:2014 and/or WHO Guidelines:

Daytime Noise (07:00-23:00) Living Rooms and Bedrooms - 35 dB LAeq,16hr

Daytime Noise (07:00-23:00) Dining Areas - 40 dB LAeq,16hr

Daytime Noise (07:00-23:00) Outdoor Amenity Areas - 50 dB LAeq,16hr

55dB LAeq,16hr can be accepted in exceptional cases where normal mitigation cannot reach the 50dB level.

Night time Noise (23:00 – 07:00) Bedrooms - 30 dB LAeq,8hr,

Night time noise (23.00 – 07.00) Bedrooms - 45dB L_{Amax} no more than 10-15 times per night (WHO guidelines)

These levels must be capable of being achieved with windows open. For the purposes of calculation and unless specific window attenuation calculations are provided, noise reduction through a partially open window should be assumed to be 15dBA. If the above levels cannot be achieved with open windows, then the scheme must also include provisions for acoustically treated ventilation that will not compromise the acoustic performance of any proposals.

Prior to the first occupation of the approved use or any individual phase of development, the applicant shall submit a validation report, in writing, to the Local Planning Authority, demonstrating the inclusion of all mitigation measures as agreed along with a report to show evidence of the installation of mitigation measures within the building to validate the submitted proposal scheme.

Reason: To ensure a satisfactory standard of living environment for incoming occupiers in accordance with Policies CS 1 and QE6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

15. No development shall commence on those plots served by Stansfield

Drive, until Keepers Road and the section of Stansfield Drive that provides access to the site are constructed, drained and lit to a standard suitable for adoption as set out in the Council's "Design Guide for Residential and Industrial Estate Roads".

Reason: This is required prior to development commencing on this part of the site to ensure that suitable access to the site is provided and in the interests of highway safety in accordance with Policies CS 1, MP 1 and MP 10 of the Warrington Local Plan Core Strategy.

16. As part of any reserved matters application a landscape and environmental management/monitoring plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority to deal with the following matters:
- Aims and objectives of the management plan including measure to mitigate for loss of bird nesting habitat and amphibian terrestrial habitat
 - Provision of a minimum of 2.41ha of high ecological value habitats in good condition prior to sale of first property to partially mitigate for biodiversity losses on-site
 - A work schedule including 5 years of maintenance
 - Details of the body or organisation responsible for implementation of the plan
 - 10 years of monitoring

The LEMP shall also include details of legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer and contingences should habitat creation measures fail. The approved plans will be implemented, managed and maintained in accordance with the approved details

Reason: In order that the proposal provides sufficient compensatory ecological habitat which is appropriately managed in accordance with Policies CS 1, QE 5 and QE 6 of the Warrington Local Plan Core Strategy and the Planning Obligations SPD.

17. At reserved matters stage a scheme for the provision of affordable housing as part of the development shall be 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 30 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.

Development shall be carried out in accordance with the approved details.

Reason: In order that the proposal delivers affordable housing in accordance with Policies CS 1 and SN 2 of the Warrington Local Plan Core Strategy and the Planning Obligations SPD.

18. At reserved matters stage a scheme shall be submitted to the Local Planning Authority for approval to deliver the required open space amounting to a maximum of 0.83 hectares (on the basis of 370 dwellings), comprising:

0.23ha of equipped play space (aligned to a Local Equipped Area for Play (LEAP) and Neighbourhood Equipped Area for Play (NEAP) including 20/30 metre buffers) on the application site.

0.30ha of informal play space is required in the southern part of the development site.

0.30ha should be made of an element of parks and gardens in the southern part of the development site.

The scheme shall also include details of legal and funding mechanism(s) by which its implementation and management of the areas including into the long term will be secured by the developer. The approved plans will be implemented, managed and maintained in accordance with the approved details.

Reason: To cater for open space and equipped play space provision for up to 370 dwellings with sufficient protection to the amenity of nearby residents in accordance with Policies CS 1; CS 6; QE 3; QE 6; SN 7 and MP 10 of the Warrington Local Plan Core Strategy and the Planning Obligations SPD.

19. At reserved matters stage details of the type of play equipment, its design shall be submitted to the Local Planning Authority for approval. The development shall be completed in accordance with the approved details prior to the occupation of any dwelling.

Reason: To ensure that the play equipment is appropriate in accordance with Policy QE 7 of the Warrington Local Plan Core Strategy.

20. At reserved matters stage a scheme shall be submitted to the Local Planning Authority for approval for the protection of all trees/ shrubs/and vegetation to be retained both within and adjoining the site and its implementation prior to the commencement of any site works (including the five trees identified in section 3.05 of the submitted arboricultural report). This scheme shall also include a construction methodology for development and hardstanding within root protection areas and the installation of foundations, utility services and drainage systems in relation to root protection areas, in accordance with BS 5837:2012. Proposed materials, excavation depths and finished levels shall also be detailed in the scheme. The development shall be completed in accordance with the approved scheme and protection measures shall be in place for the duration of construction works.

Reason: To ensure that retained trees are protected in accordance with Policies CS 1; QE 5, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

21. At reserved matters stage a detailed landscaping scheme and landscape management plan shall be submitted to the Local Planning Authority for approval. This shall include hard surfacing, means of enclosure, full planting details of the development, details of implementation, and details of management of all hard and soft landscaped areas for a period of 5 years. The approved scheme shall be implemented in accordance with the approved details and any tree or shrub planted which dies or is felled, uprooted, willfully damaged or destroyed in the first five year period commencing with the date of planting shall be replaced by the applicants or their successors in title. Management of all hard and soft landscaped areas shall be carried out in accordance with the approved scheme.

Reason: To ensure a satisfactory form of development and to enhance the visual amenities of the locality and to comply with Policies CS 1 and QE7 of the Warrington Local Plan Core Strategy and the Warrington SPD: Design and Construction.

22. At reserved matters stage full up to date amphibian surveys for any pond within 50m of the site shall be submitted to the Local Planning Authority for approval.

Reason: To ensure that there would be no implications as a result of the proposals on amphibians in accordance with Policies CS 1; QE 5, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

23. At reserved matters stage a scheme shall be submitted to the Local Planning Authority for approval of reasonable avoidance measures being that will implemented prior to, during and after construction to ensure protection of the Great Crested Newts. The development shall subsequently be carried out in accordance with the approved details.

Reason: To ensure that there would be no implications as a result of the proposals on Great Crested Newts which are a UK Protected Species in accordance with Policies CS 1; QE 5, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

24. At reserved matters stage plans showing existing and proposed levels across the site and including finished slab levels of all proposed buildings site be submitted to the Local Planning Authority for approval. Proposed plans shall include a level (e.g. highway or footpath) adjacent to the site that will remain fixed/ unchanged and shall include levels adjoining the site. The development shall be carried out in accordance with the approved details prior to the occupation of any dwelling.

Reason: To ensure that the proposals would not impact detrimentally on amenity in accordance with Policies CS 1, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

25. At reserved matters stage a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions, and details of its implementation shall be submitted to the Local Planning Authority for approval.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be implemented 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 Policies CS 1 and QE 4 of the Warrington Local Plan Core Strategy.

26. At reserved matters stage plans showing that no more than 100 residential units shall be served from a single access point with the local highway, shall be submitted to the Local Planning Authority for approval. Details shall be submitted of multiple access points or Emergency Vehicle access points where 100 or more units are served. The development shall be completed in accordance with the approved details prior to the occupation of any dwelling.

Reason: To ensure suitable access to the site is provided and in the interests of highway safety in accordance with Policies CS 1 and MP 1 of the Warrington Local Plan Core Strategy.

27. Where drainage swales/ditches are proposed to cross or run immediately adjacent to any access point or road, at reserved matters stage suitable structural information must be submitted to the Local Planning Authority for approval. The development shall be completed in accordance with the approved details prior to the first use of the access point/road by traffic other than construction traffic.

Reason: To ensure that suitable access to the site is provided and in the interests of highway safety in accordance with Policies CS 1, MP 1 and MP 10 of the Warrington Local Plan Core Strategy.

28. Any externally located plant or equipment shall not cause an increase in the ambient background noise level at the boundary of the nearest residential property. Any equipment not able to meet this requirement shall be acoustically treated prior to the plant or equipment's first use, and retained thereafter.

For the avoidance of doubt calculated rated noise levels from any externally mounted plant or equipment at the boundary of the nearest noise residential property should not exceed the existing background level in accordance with the results of a BS4142:2014 noise assessment.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with Policies CS 1 and QE6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

29. No individual phase of the development shall be taken into use until the following requirements have been met and required information submitted to and approved by the Local Planning Authority (LPA):

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

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

C: LONG-TERM MONITORING and MAINTENANCE: If required in the agreed remediation or verification strategy, all monitoring and/or

maintenance of remedial measures shall be carried out in accordance with the approved details.

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

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with Policies CS 1 and QE6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

30. Prior to first occupation of any dwelling a Green Travel Plan shall be submitted to and approved in writing by the local planning authority. The plan shall include measures for the management of car use and on-site car parking and a strategy to secure and sustain decreases in car use for travel to, from and at work and increases in car sharing, public transport use, cycling and walking. The Plan shall specify a plan period and contain relevant surveys, reviews and monitoring mechanisms and identify targets, timescales, phasing programme and management responsibilities.

Reason: To ensure a transport choice is provided in accordance with Policies CS 1 and MP7 of the Warrington Local Plan Core Strategy.

31. The Travel Plan referred to in condition 30 shall, amongst other things, set out: (a) the details of the measures to be adopted; (b) the mechanisms and time scales of implementing those measures; (c) the details of how the Travel Plan shall be kept under review to achieve continual improvement in the reduction in the number of car journeys to the development. This shall include a monitoring report to be submitted annually, on the anniversary of the approval of the Travel Plan, to the Local Planning Authority, which shall set out: i) details of progress in implementing the plan; ii) details of any enhancement or additional measures or other amendments to be implemented in the light of the monitoring report; iii) details of how failures to implement the measures in the approved Travel Plan are to be remedied. Any enhancements, additions or remedies as referred to in ii) and iii) above shall have first been approved by the Local Planning Authority before being implemented and thereafter shall form part of the approved Travel Plan.

Reason: In order to reduce the number of car journeys to the site in accordance with Policies CS 1 and MP7 of the Warrington Local Plan Core Strategy.

32. The Green Travel Plan approved under the terms of the above conditions shall be implemented within 2 months of the development being first used or occupied. A transport mode and travel pattern survey shall thereafter be conducted not less than every 12 months for a minimum period of 5 years from the first use or occupation of the development and shall examine the contribution that can be made by cycling, public transport, car sharing, the provision and control of car parking. A person shall be identified as a co-ordinator and point of contact for the purposes of the Plan. The Green Travel Plan shall be carried out as approved. The local planning authority shall be notified of the results of the survey not later than the end of each calendar year.

Reason: To achieve the objectives of the Green Travel Plan and to comply with the NPPF and Policy MP7 of the Warrington Local Plan Core Strategy.

33. Prior to first occupation of any dwelling a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development in accordance with Policies CS 1 and QE 4 of the Warrington Local Plan Core Strategy.

34. Prior to the first occupation of any dwelling details to demonstrate that the ecology of Morris Brook and the Grappenhall Heys Local Wildlife Site will not be negatively impacted from the disposal of foul and surface water during the lifetime of the development, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be implemented and operated in accordance with the approved details.

Reason: This is required prior to the commencement of development in order to ensure that protection measures are in place before any works commence to protect Grappenhall Heys Local Wildlife Site and the

Morris Brook in accordance with Policies CS1, QE 5 and QE 6 of the Warrington Local Plan Core Strategy.

35. Prior to the installation of any lighting on the site lighting strategy shall be submitted to and approved in writing by the LPA. The strategy shall:

- identify areas/features for bats on site that are potentially sensitive to lighting;
- show where the external lighting will be installed and identify light spillage (through the provision of isolux drawings) so that it can be demonstrated clearly that any impacts on amenity and bats is negligible.

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

Reason: To ensure lighting would not have a detrimental impact on amenity or bats which are a protected species in accordance with Policies CS 1, QE 5 and QE 6 of the Warrington Local Plan Core Strategy.

Appendix 1 – Plans and Photographs



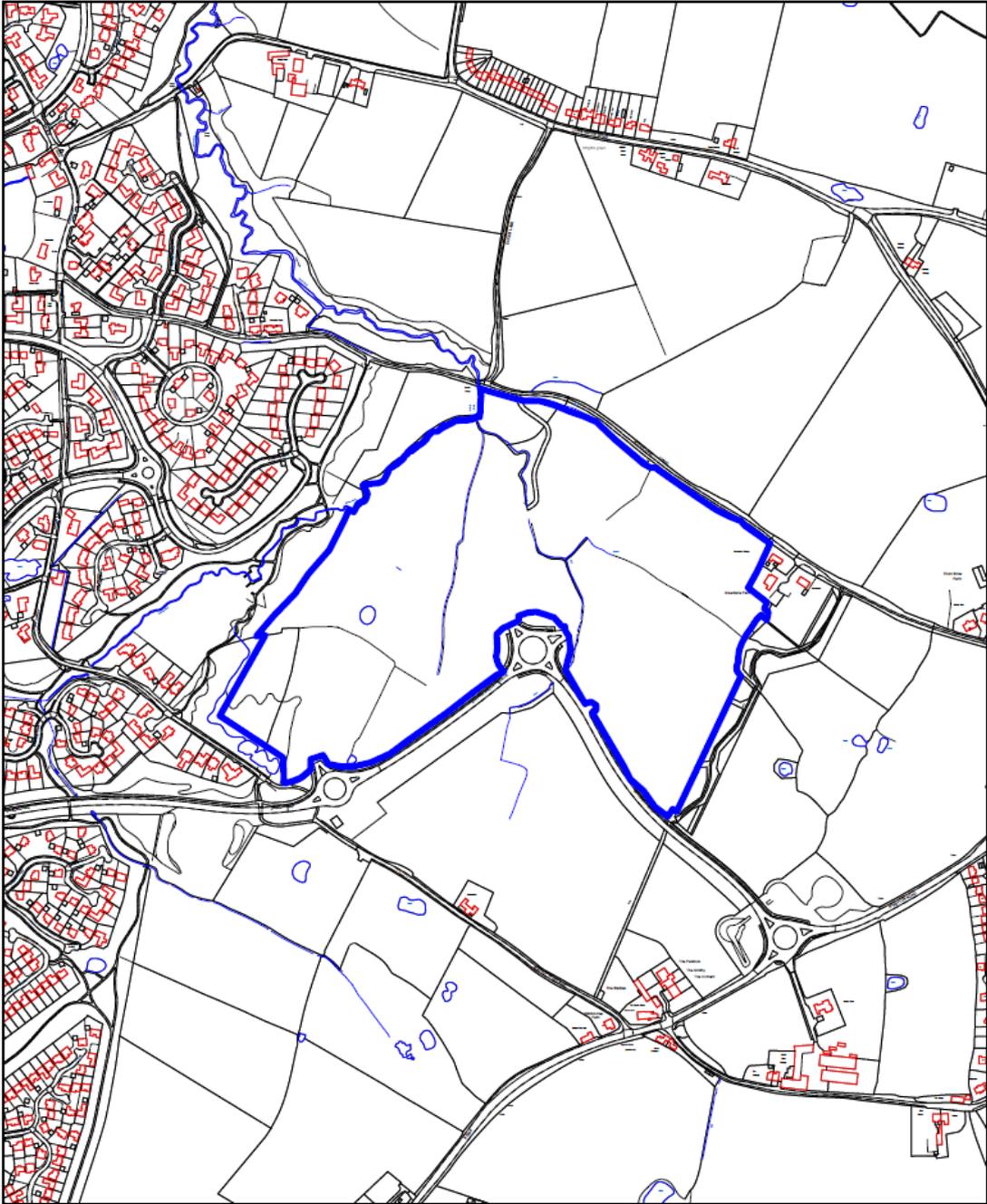
Indicative Concept



Indicative Landscape and Open Space



Boundary of Grappenhall Heys Local Wildlife Site



WARRINGTON
Borough Council



Warrington Borough Council Planning Department



2017/29930
DMC 10/10/2017

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Development Management Committee – Tuesday 10th October 2017

2017/29930 – Appleton Cross – Application Summary

- The delivery of up to 370 dwellings at this site would accord with the presumption for sustainable development set out in the National Planning Policy Framework (NPPF). The proposal would make a significant, and needed, contribution to the Council's supply of housing land
- Currently the Council does not have the five year supply of housing land required by central government and the NPPF – which means that there is a presumption in favour of sustainable development
- The provision of a local neighbourhood centre would help support the existing and new community. The proposal would accord with the National Planning Policy Framework in its intention to boost the supply of new housing and the presumption in favour of sustainable development, having regard to the economic, social and environmental dimensions.
- This application was deferred at the 29th June meeting of DMC, to enable the proposal to be considered in the context of the Local Plan Preferred Development Option (LPPDO). The LPPDO was published on 18 July and the consultation process ended on 29 September. That context is now clear and this application remains deliverable without the additional major infrastructure that the LPPDO would require. However, the LPPDO does propose that any additional housing development over and above the two sites under consideration would require major infrastructure to be provided first. This is outlined in the LPPDO
- The consideration of this application should be undertaken as part of the existing planning policy framework, particularly the NPPF, which has a presumption in favour of housing on sustainable sites. The development of this site for housing is compliant with national policy as set out in the NPPF - there are considered to be no planning policy reasons for the refusal of this application
- The submitted Transport Assessment (TA) considers the impact of this development and the traffic likely to be generated by the committed or potential future residential development in the area. The TA forecasts that most of the road junctions in the area would be able to deal with

the traffic produced, with the exception of the Cat & Lion junction which would be improved as a result of the application.

- The Council's Highways team agree with the conclusions in the TA. The Appleton Cross proposal could be implemented without severe impact to the highway network, subject to the proposed mitigation
- There are considered to be no justifiable grounds to refuse the application on transportation or highways grounds
- Following Counsel's advice, it is considered that Members should afford some weight to the existence of the 7(1) and 7(2) consents issued under the New Towns Act 1981. These consents confer a general and unrestricted right for the development of both the Grappenhall Heys and Appleton Cross application sites
- Mitigation for the highways, environmental, ecological, heritage and other impacts in the main report are capable of mitigation by conditions, or via S106 agreement. The proposals are fully compliant with the Council's Planning Obligations SPD, with regard to Highways matters; school places; public health contributions and affordable homes

DEVELOPMENT CONTROL COMMITTEE DATE 10-Oct-2017

ITEM 2

Application Number:	2017/29930
Location:	Land bounded by Green Lane &, Dipping Brook Avenue, Appleton, Warrington, WA4 5NN
Ward:	Grappenhall
Development	Outline Planning Permission (Major) - Proposed Residential development comprising up to 370 dwellings, means of access to the site; local neighbourhood centre (including retail convenience store up to 500 square metres; health centre up to 1,000 square metres and place of worship/community use up to 1,000 square metres, with associated outside space, access and parking) recreational open space and related infrastructure. (All detailed matters other than means of access to the site are reserved for subsequent approval).
Date Registered:	10-Mar-2017
Applicant:	Homes and Communities Agency
8/13/16 Week Expiry Date:	08-Jun-2017

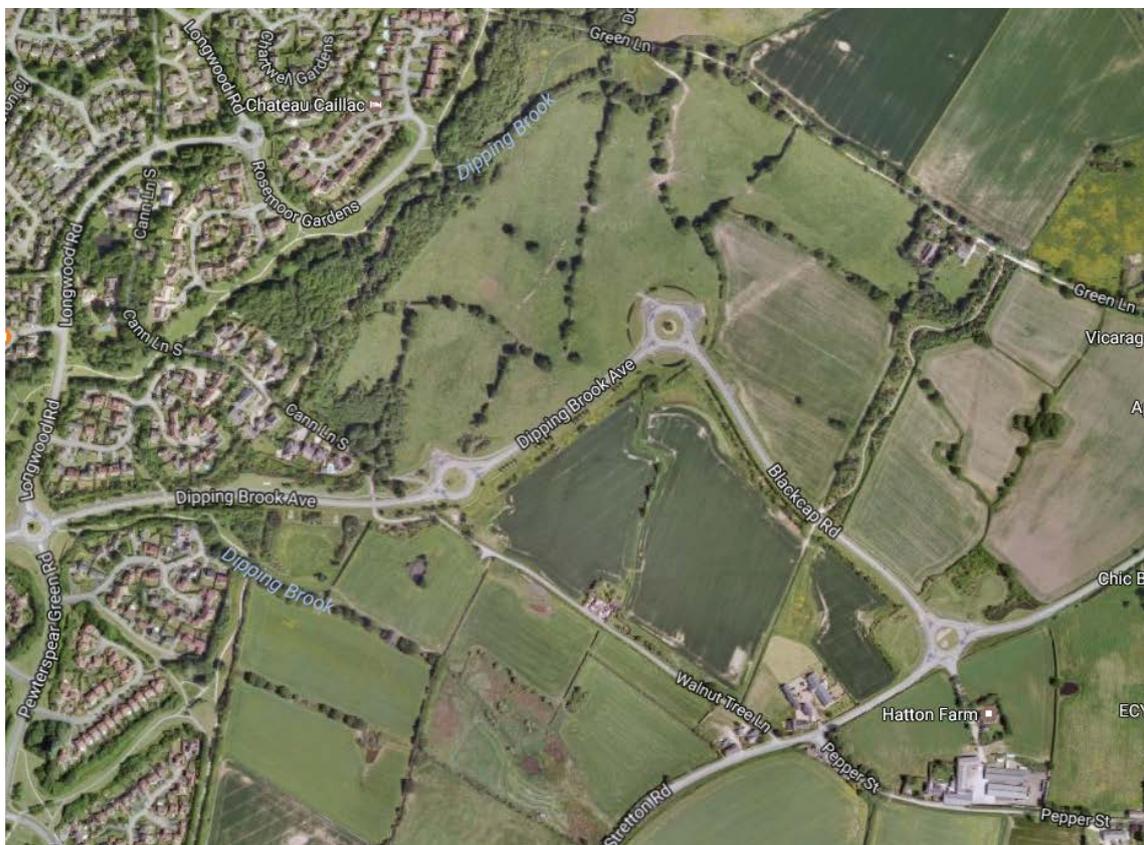
Background to the Deferral of this Application

Members elected to defer consideration of this application at the 29th June 2017 meeting of Development Management Committee (DMC), in order that they might consider the proposal in the context of the Local Plan Preferred Development Option (LPPDO), at a later date.

The LPPDO was approved for consultation by the Council's Executive Board in July 2017. Although little statutory weight can yet be attached to the LPPDO, it does give an illustration of one potential policy direction. The Local Plan process has some way to go, with the consideration of responses to the recent consultation, the publication of a draft Local Plan in 2018; an Examination in Public and eventual Adoption in 2018/19.

The LPPDO outlines a larger scale development area in South Warrington, and the infrastructure required to enable this. The LPPDO states explicitly that any further development over and above the two sites under consideration and in the currently defined Green Belt in this area will not take place until this additional infrastructure is provided first.

Since the 29th June meeting of DMC, and following counsel advice and a detailed review of the consents applied to both application sites, it is agreed that the 7(1) and 7(2) consents confer a general and unrestricted right for the development of each site; and that these consents have not been revoked and are extant. In the light of this detailed review and legal advice it is concluded therefore that Members afford some weight to this fact – as a consideration which is material to their Decisions on both the Grappenhall Heys and Appleton Cross application sites.



Site and Proposal

The application site is not in Green Belt, and is unallocated in the Local Plan Core Strategy. A route shown under Policy MP 3, which is also a Public Right of Way, runs through the site from Green Lane at its northern end to the south western part of the site and out into the woodland and on to Cann Lane South. Other routes shown under Policy MP 3 run along Green Lane to the north/north east of the site, and close to the eastern site boundary. A multi-route pipeline from Stanlow to Carrington (Ethylene/Propylene) crosses the site from south west to north east. Lumb Brook runs adjacent the north western edge of the site, which is a main river, and other non-main rivers run through the site. There are two ponds on site. The southern end of the Dingle and Ford's Rough Local Wildlife Site (LWS), which is also Ancient

Woodland lies close to the northern end of the site, and its location is shown in Appendix 1. Green Lane Farmhouse adjacent the site is a Grade II Listed Building.

The land was originally acquired by the Commission for New Towns and has consent dating from September 1989 under sections 7(1) and 7(2) of the New Town Act 1981, as part of land at Grappenhall Heys for the development of residential, ancillary uses (including local retail facilities) and open space. The land is in the control of the Homes and Communities Agency (HCA).

The application site is not designated as Green Belt. The site is unallocated and is not designated as public open space. The majority of the land is not open to the public to access, being farmland.

The land has not been previously developed – and so is “greenfield” – a fact which has given rise to a significant number of neighbour comments received. Many objections state that brownfield land should be developed first

The application is in outline form for up to 370 dwellings including detailed means of access to the site and for the principle of the other elements set out in the Description of Proposed Development above. All other matters i.e. scale, layout, appearance and landscaping are reserved for later consideration.

Relevant Planning History

New Town Act 1981 section 7(1) & (2) consent for residential development.

Planning Policies

National Planning Policy Framework (NPPF)

The NPPF sets a presumption in favour of sustainable development, and the requirement for local authorities to provide a five year supply of available housing land.

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites, should be seen as a golden thread running through plan-making and decision-taking.

Local Plan Core Strategy (LPCS)

- CS1 (Overall Spatial Strategy – Deliver Sustainable Development)
- CS2 (Overall Spatial Strategy and Distribution of Development)
- CS4 (Overall Spatial Strategy – Transport)
- SN1 (Distribution and Nature of New Housing)
- SN2 (Securing Mixed and Inclusive Neighbourhoods)
- QE3 (Green Infrastructure)

QE4 (Flood Risk)
QE5 (Biodiversity and Geodiversity).
QE6 (Environment and Amenity Protection)
QE7 (Ensuring a High Quality Place)
QE8 (Historic Environment)
SN7 (Enhancing Health and Wellbeing)
MP1 (General Transport Principles)
MP4 (Public Transport)
MP7 (Transport Assessments and Travel Plans)
MP10 (Infrastructure)
PV3 (Strengthening the Borough's Workforce)

Other Material Considerations

Planning Practice Guidance
Supplementary Planning Document 'Design and Construction'
Supplementary Planning Document 'Environmental Protection' (May 2013)
Supplementary Planning Document 'Standards for Parking in New Development' (March 2015)
Supplementary Planning Document: Planning Obligations (2017)
Warrington Means Business
Appleton Thorn Neighbourhood Plan (ATNP) – the site lies within the boundary area, and Policy AT-H2 sets out Design Principles for this site known in the Plan as Land at Appleton Cross.

Consultation Responses

Highways - No objections subject to mitigation to be delivered by way of conditions, and contributions via a section 106 agreement:

The S106 would deliver:

- Circa £10,000 for 2 bus stops and associated works within the site adjacent to the local centre
- Funding for local area road safety measures and signing/lining comprising:
 - Additional speed management measures (such as speed-activated warning signs on B5356 approaches to the village) to reinforce the existing 30mph speed limit through Appleton Thorn village
 - Additional signing reinforcing the existing 40mph speed limit along Lumb Brook Road between Appleton Thorn village and the A56 Grappenhall Road - (regular 40mph roundels and advance warning of the sharp bend near Dingle Lane)

Health & Safety Executive (HSE) – Do not advise against granting planning permission, subject to a condition which prevents any dwellings in the inner or middle zones of the pipeline).

Education – No objection subject to a S.106 contribution for primary school provision of £1,380,729 and for secondary school provision of £1,083,457.

Public Health – No objections subject to a S.106 contribution to healthcare of £285,270.

Environmental Protection –No objections subject to conditions.

Flood Risk Team – No objections subject to condition..

Environment Agency – No objections subject to conditions regarding undeveloped buffer zones to Lumb Brook and ordinary watercourses on site; protection and enhancement of existing ponds; ecological survey and risk assessment and unidentified contamination. Informatives recommended regarding Environmental Permit, and layout.

Trees – No objections subject to conditions to ensure the better quality trees are retained and boundary hedge lines enhanced with additional native plantings; tree protection; landscaping scheme and 5 year landscape management strategy.

Ecology – No objections subject to conditions regarding the following:

- Great Crested Newts – The development shall not in any circumstances commence unless the local planning authority has been provided with either:
 - a) a license issued by Natural England pursuant to Regulation 53, of the Conservation of Habitats and Species Regulations 2010 authorising the specified activity/development go ahead: or
 - b) a statement in writing form the relevant licensing body to the effect that it does not consider that the specified development will require a license.

If development is delayed beyond March 2018 all ponds within 250m of the development will be resurveyed for amphibians.

- Amphibians - as part of reserved matters full amphibian surveys to be carried out for the two ponds on site and the other pond to the south of the site
- Bats – Each tree with bat roosting potential as identified in the Ecological Impact Assess Atkins Ref: 5148512 Appendix D1 shall be avoided and retained within the development site unless evidence is provided as part of any reserved matters application demonstrating no negative impact on the conservation status of bats is submitted to and approved in writing by the LPA.
- Badgers – No earthworks to be carried out until a survey of the site and within 30m of the sites boundaries for badger setts submitted to and approved.
- Breeding Birds Season – no works between 1st March and 31st August
- Protection of Dingle and Fords Rough – development not to commence

until method statement submitted and agreed covering construction and post construction impact

- Habitat Loss – reserved matters application submission to provide a landscape and environmental management/monitoring plan (LEMP) to deal with the following matters:
 - Aims and objectives of the management plan including measures to mitigate for loss trees and hedgerows, loss of bird nesting habitat, loss of pond (if applicable) and amphibian terrestrial habitat
 - Provision of an appropriate amount (to be agreed) of high ecological value habitats in good condition (so as to achieve no net loss of biodiversity) prior to sale of first property to partially mitigate for biodiversity losses
 - A work schedule including 5 years of maintenance
 - Details of the body or organisation responsible for implementation of the plan
 - 10 years of monitoring

The LEMP shall also include details of legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer and contingences should habitat creation measures fail. The approved plans will be implemented in accordance with the approved details.

Crime Reduction Officer – No objections, but some concern raised regarding the existing footpath from Dipping Brook to Green Lane.

National Grid – No objections.

Notification Responses

David Mowat (former MP)

Whilst the site has been identified as having development potential for a number of years this does not mean that developments should just be approved. These proposals will represent a significant increase in the number of houses in the area, all of which should be accompanied by the appropriate levels of infrastructure; especially in terms of highway-investment.

Therefore it would be reasonable for the Council to ensure that the appropriate financial contributions are made towards meeting the costs of health and educational needs of the prospective occupiers of these new homes. However in addition, and perhaps more importantly, to insist that any additional highway-infra-structure required to support this level of development be put in place before of any of the new houses are occupied.

Whilst it is important to meet the housing needs of the region, if the appropriate level of infrastructure is not provided support these homes the lives of both existing and prospective residents will be blighted for many years

to come.

Ward Councillors:

Cllr Sharon Harris – Objects. Questions the extent that building in Inner Warrington and brown field sites before other areas.

Although recently when 200 homes were approved in Stretton figures provided indicated little significant impact to the current levels of traffic in the immediate area. However, the Cat and Lion junction is often grid locked and people will be looking for ways to avoid it. Lumb Brook Road is already a bottle neck

The increased traffic will affect a large area, including Stockton Heath, and charges on the Halton Mersey bridges will increase traffic in Warrington.

This application should be considered in conjunction with the other HCA sites and that for 79 houses in Appleton Thorn, with the potential for in excess of 2000 cars needing to use the current infrastructure. If they are treated separately, the cumulative effect is unacceptably understated, as it will negatively affect a wide area as well as economic wellbeing.

The 2015 Transport Plan refers to incremental developments substantially undermining its effectiveness and not encouraging/ enabling accessibility by non-car modes. In addition, states that the Howshoots link and the Wrights Green distributor will be retained, but not required until 2016 because there won't be any house building on that land.

The HCA is not required to do a highways impact assessment until 2021 but this should be done prior to the HCA and the developers being granted permission to build.

It is essential that the Howshoots link and the Wrights Green distributor are in place in conjunction with the commencement of any development. The planning application for the Omega site was rejected on the grounds that the highways infrastructure was insufficient and was unable to cope, and this application is comparable and, on this basis, it should be deferred to be considered with the other developments planned in the area

The local neighbourhood centre should be in place at the beginning of the development money should be made available to improve local facilities such as Broomfield's Leisure Centre and Stockton Heath Library

The Appleton Thorn Neighbourhood Plan states that houses should not exceed 2.5 storeys and this condition should be adhered to.

No consideration has been given to houses suitable for the older population, which should be a stipulation of any planning approval, as this was not done in older developments in Appleton where people are now beginning to

become socially isolated.

I would request that the Development Management Committee defers this application until such time as a full impact assessment has been carried out and a full strategic review of the highways infrastructure in south Warrington has taken place.

Cllr J Wheeler – Objects. Requests deferral until the new Core Strategy, Local Plan and Green Belt Review is completed, given the 2014 Local Plan is outdated and gives no guidelines on how development and associated infrastructure will look from 2018 onwards. The four applications in the area should be considered as a strategic development and there should be strategic changes to the transport infrastructure.

This development will mean up to 3000 cars on the local road network. Whilst the immediate road network is satisfactory, all vehicles will exit onto junctions at, nearly at, or over capacity. What it does not do is look at the wider network and the crucial junctions. Junctions which are over capacity include the Cat and Lion/A49/ M56 junction and Lumb Brook Road/Grappenhall Road junction. Those at Lyons Lane/A49 and the Dingleway/A49 (which does not appear to have been assessed in this study) are extremely busy and it is a serious omission not to consider the A49 junction through Stockton Heath which is already at over-capacity and cannot be re-configured. Policy CS4 of the LPCS is relevant.

Whilst the footpaths and cycle routes within the site appear satisfactory, there are no safe and dedicated cycling routes on the A49, or any roads around it. To say that this development is sustainable is wrong.

To promise additional bus routes which rely very much on the re-configuration of existing bus routes and the capacity of Network Warrington to do this is to be welcomed but it is merely words on paper. Far more detail is required. Policy MP1 of the LPCS is relevant.

There is no mention of housing for elderly people, which is a serious omission. Given the ageing population, provision need to be made for people to live in their own homes as long as possible, and to be able to downsize.

I would also ask that the proposed neighbourhood centre should be located away from the Green Lane public footpath and towards the entrance of the site, to protect the ancient footpath and be less intrusive to residents.

Appleton Parish Council – Object

Traffic

The current measures outlined in the Transport Assessment do not go far enough. The reinforcement of existing speed limits and limited improvements at the A49 Cat & Lion signalised junction are not sufficient.

The current busy road network does not have the capacity to cope with the

additional traffic from the cumulative impact of all these housing developments. Further road and traffic management improvements will be essential and the applicant must fund necessary junction improvements.

The previously proposed roads, must be reconsidered, funded and built by the HCA before any development commences.

Given the severe impact of cumulatively over a thousand new homes in the South of Warrington, it is essential that the Wrights Green District Distributor Road and the Howshoots link, providing a new link to the motorway network are both funded by the applicant and a planning condition imposed to ensure they are in place before any houses are built. Without these Highways infrastructure improvements, this planning application should be refused.

It is noted that the applicant will be required to provide an accumulative effect of the highways impact of all Homes & Communities development proposals in 2021. This is far too late and should be undertaken now and the necessary highways infrastructure be improved before any building work has commenced. This must be made a planning condition of any outline permission.

Infrastructure

The Parish Council is concerned about the sheer volume of housing planned by the applicant in the immediate area. Whilst this may be in accordance with housing targets, concerns are raised that local infrastructure will need extensive upgrading in support any new residential development. The proposals are not sustainable housing developments as there is no local infrastructure to support them.

Whilst the Parish Council understands that plans include a local neighbourhood centre and health centre, and all infrastructure must be in place before any building work is commenced. However, consideration must be given to amending the location of the proposed facilities from the area adjacent to Green Lane which deserves to be fully protected to a more accessible central location, perhaps near a site entrance.

The Parish Council has noted that Homes & Communities have stated that they will provide a contribution through a Section 106 agreement towards, 'social infrastructure' referring to off-site leisure facilities at Broomfield's Leisure Centre. Should the application be approved despite the PC opposition this offer must be made part of a S.106 Agreement as the facilities at this Leisure Centre have required renovation and upgrading for some considerable time and it essential that local infrastructure is improved to accommodate these sizable residential developments.

In addition, the only library, Stockton Heath library on Alexandra Road which serves the area including these proposed Homes & Communities residential developments is currently under threat of closure by Warrington Borough Council due to lack of funding. The applicant must be also be required to provide funding via a Section 106 agreement in order to support this vital

community facility.

Design of New Homes

The Parish Council objects to the building of any homes which exceed 2.5 storeys as this contradicts with the policies in the adopted Appleton Thorn Neighbourhood Plan.

In the Planning Supporting Statement, Homes & Communities have stated, "There is, however, the potential to raise this envelope up to 3 storey for apartments and townhouses dwelling" (point 3.3.1). There is also a similar statement in the Landscape and Visual Appraisal document, "the potential to increase the heights to 3 storeys for apartments and town house dwellings." (point 3.2.1)

This clearly contradicts policies in the ATNP, where the examiner made it clear that houses were not to be more than 2.5 storeys. As this is now a key planning consideration, a planning condition imposed onto any developer that any outline planning permission supports the ATNP and restricts the height of any dwelling on this development to 2.5 storeys.

If, despite opposition the application is approved consideration must be given to the provision of elderly accommodation as there should be a mixture of housing types for different ages in order to create a sustainable housing development.

Request that this is referred to Committee and that members undertake a site visit prior to any decision being made.

Stockton Heath Parish Council – Object

The cumulative effect of the developments on Stockton Heath should be considered. Of particular concern is the volume of vehicles these developments would introduce on the roads which are already at capacity, and these roads will form part of the link from the developments to the new river crossing on the A5060 creating a funnel effect on traffic travelling south to north.

Lymm Parish Council – Objection letter received prior to submission of the application raising concerns over traffic, school provision and requirements for local infrastructure provision.

Stretton Parish Council – Stretton Parish Council would like to raise severe concerns as to the detrimental effect this application would have on local traffic and in particular the junction situated at the Cat & Lion, which has previously been reported to be over-capacity. Any major housing development such as this would adversely affect this further and we would strongly request that due consideration is given into ensuring that both the traffic and pedestrians are protected and a thorough review of traffic undertaken, taking

into consideration applications at Stretton and Grappenhall also.

Neighbours

The application was publicised by site notices, press notice and neighbour letters.

At the time of report preparation, upwards of 310 objections have been received in relation to the proposed development.

Full comments are available to view on the Council's website, however the key issues raised are summarised below:-

- No regard to Housing White Paper and additional protection to Ancient Woodland & brownfield emphasis
- The development is unsustainable
- Is additional housing actually needed?
- The site is Greenfield and surrounded by precious Green Belt
- Although aware of future plans for housing there are plenty of brownfield sites which should be developed first
- Scale of development would impact on character of area
- Decision should wait until Core Strategy and revised Transport Strategy published
- Apartments should not be allowed
- Type of housing that will be provided will not meet affordable housing needs
- No provision for the active elderly – bungalows should be provided for people to downsize
- Provision of self-build houses is required
- Density too high and not in keeping with surroundings
- Roads/junctions inadequate to cope with the level of additional traffic generated, particularly at peak times and if motorways suffer problems
- New roads (e.g. Howshoots Link & Wrights Green Distributor) need to be constructed before development of any more housing
- Delivery of the Howshoots relief road would cause more problems including rat running
- New roads would blight property
- Emergency services could be impacted by additional traffic
- Children's safety will be put at risk and increased accident risk
- Support need for more homes, but need effective financed concurrent plan to improve road access to motorways & to deal with transport issues
- Only illustrative plans have been provided – no firm assurance key routes not bisected
- Transport Assessment not undertaken properly
- Congestion in Stockton Heath will be compounded
- Lack of parking for existing facilities will be exacerbated
- A number of roads suffer from use as dangerous rat run by speeding

motorists

- Traffic calming measures and new reduced speed limits in Grappenhall Village are not working because there is no physical deterrent to speeding
- District centre should be sited away from Green Lane
- Link road to Lumbrook Road would bisect Green Lane and would become a cut through to Appleton
- A new road should be provided between the Blackcap/Dipping Brook Ave and the Grappenhall Lane roundabout
- What about the impact of the 1100 homes planned by Redrow Homes by Sandymoor?
- New town centre multi storey car park not taken into account
- Modelling of traffic inaccurate– estimates only 0.5 journeys per address at peak times
- Travel Plan not realistic & contradicts the submission of Pewterspear
- Figures quoted regarding travel to work are inaccurate
- Pinch points not all assessed
- Has traffic survey considered Latchford?
- Those determining the application should experience traffic problems themselves
- Envisaged that a High Level Bridge Crossing across the ship canal was required before significant new housing could be built south of the ship canal
- The application should consider the implications of the Runcorn – Widnes Bridge toll and the massively increased usage of the Manchester Ship Canal
- Nature of footpaths/Bridleways would change, including disruption/loss
- Nearest services/schools are not within walking distance and roads to them have little/no footpaths
- Proposals inconsistent with aims of LTP
- Cycle routes need to be provided
- Cycle Routes/increased buses/car share/temporary free bus pass won't help and don't replace required new roads
- Site poorly served by public transport – no commitment to improve services
- The Pewterspear Green development does not allow for increased traffic loads – does not bode well for good planning in other developments.
- Traffic from Grappenhall Heys would use one roundabout causing traffic problems
- South Warrington will have a new hospital increasing traffic from the north
- General store will draw customers from other facilities – will it provide sufficient parking?
- Sufficient parking needs to be provided
- Consider moving the refuse disposal site out of Stockton Heath
- Appleton Thorn industrial area will continue to grow
- Traffic disruption during construction

- Impact on Green Lane which is a tranquil footpath
- The density and scale of development resulting in a detrimental impact on the environment, loss of privacy and "overlooking".
- Noise solutions should be finalised now not left till later application
- Noise assessment not undertaken properly
- Noise, disturbance and impact on way of life from additional houses, accesses and vehicles
- Impact on social environment - Chapelford Village is experiencing significant problems with unruly youths
- Will adequate separation space be provided and natural light maintained?
- Details mention picturesque view available from the development but does not refer to future developments impacting on this
- Quality of life should be protected
- Increased pollution in the area – noise / air / light – impact on health
- Green spaces will be lost, whilst increasing man made pollution – making air quality significantly worse
- Pollution levels in Latchford/Stockton Heath are at dangerous levels and current NOx levels are likely to frequently exceed legal levels. Additional traffic will further exacerbate these levels. Pollution monitoring should be in the planning application.
- Disruption during construction
- What other greenfield sites are being provided in compensation?
- Impact on amenity
- No capacity at / or additional strain / or lack of local services such as shops, banks, pubs, health care, schools (including Bridgewater school), social care , community & leisure facilities, public transport & emergency services
- The applicant has made misleading comments about school provision
- Services will only follow well after the development has been occupied
- Schools' Ofsted status could be compromised if they have to expand
- Not clear how healthcare facility will be staffed as GP vacancies across Warrington are unfilled
- Who will staff schools given education cuts
- Education is a human right so consideration needs to be given to children being able to attend local schools
- Play areas need to be provided
- Infrastructure insufficient to cope
- The Council cannot maintain local resources currently so extra demand will mean further deterioration
- The houses should not be built until further facilities are provided
- Are jobs available for new inhabitants?
- Recent plans in north Warrington turned down due to lack of infrastructure
- How will already low water pressure be affected?
- Green space needs to be planned in
- Loss of open / green space key to character of area will increase obesity

- Loss of/detrimental impact on recreational areas used by wider community
- Layout of houses compared to retention of green space needs considering
- Neighbourhood facilities should be better buffered
- Area around walled garden should be kept as parkland so its atmosphere is maintained
- Overplanting of greenery is unsightly and can obstruct visibility
- Loss of habitats including wildlife corridor and loss of wildlife
- Impact on rare/endangered/conservation concern species
- A full ecology and conservation report is required.
- The Council should confirm it has followed the mitigation hierarchy and will ensure no net loss of biodiversity to comply with NPPF and the Natural Environment and Rural Act 2006.
- Redaction of parts of Ecology Report unacceptable and should be publicly viewable
- Ecology Reports do not reflect Warrington Landscape Character Assessment
- Drainage is an issue adjacent walled garden – mitigation is required.
- Drainage and sewerage – can it cope?
- Where will diverted water go?
- Flooding
- Lack of consultation / communication to residents
- No follow up from initial community meetings
- Insufficient time to respond
- Unsustainable cumulative impact of 3/4 developments – will create urban sprawl
- Future development by HCA needs to be considered
- Applications are being rushed through
- The 3 HCA developments should be phased so each is fully occupied and bedded in before the next progresses
- Profit is the reason for this application
- Loss of property values
- Cease to attract more affluent people
- Pay a lot of Council tax so opinions should matter
- Housing development should be distributed throughout the Borough or in the north
- Commitments made in previous applications in the area have never been brought forward
- Proposals “green lit” given larger Council tax receipts from South Warrington
- How will additional Poll Tax be reallocated to south Warrington?
- Thorn Ward Neighbourhood Plan outlines importance of issues that should be addressed
- Planning Committee should visit the site
- Applications should be referred to Secretary of State for determination

Appraisal

Principle

Mitigation for the highways, environmental, ecological, heritage and other impacts set out below in this report are capable of mitigation by conditions, or via S106 agreement. The proposals are fully compliant with the Council's Planning Obligations SPD, with regard to Highways matters; school places; public health contributions and affordable homes

The delivery of up to 370 dwellings at this site would accord with the presumption for sustainable development set out in the National Planning Policy Framework (NPPF). The proposal would make a significant, and needed, contribution to the Council's supply of housing land

The NPPF is clear in its intention to boost significantly the supply of new housing and emphasises that housing applications should be considered in the context of the presumption in favour of sustainable development

Until the Council can demonstrate a five year housing land supply, the presumption in favour of sustainable development - as set out in paragraph 14 of the NPPF – applies. It is considered that the proposal is acceptable in this context.

The principle of residential development and ancillary uses (such as the proposed local neighbourhood centre) on this site has previously been accepted as part of the 1981 Act.

The site is also included in the Council's housing land supply and is identified in the Strategic Housing Land Availability Assessment (Ref 1650) as suitable, available and achievable.

There is no requirement to refer this application, if approved, to the Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009.

Highways & Transportation Matters

It is concluded that subject to the mitigation which would be delivered as part of these proposals, that the development could take place without severe impact to the highway network, and that the refusal of permission would not be justified on these grounds.

The submitted Transport Assessment (TA) considers the impact of this development and the traffic likely to be generated by the committed or potential future residential development in the area. The TA forecasts that most of the road junctions in the area would be able to deal with the traffic

produced. The A49/A56 junction would be marginally over capacity in some forecasting – but not to the extent that it would require mitigation.

The site would be accessed from a number of points, which would be upgraded to current design standards.

As required by the size and scale of the proposals, a Transport Assessment (TA) has been submitted with the application. Given the extensive development taking place in the South Warrington area, WBC Highways have requested the applicant not only assess the traffic generated by this application, but also to assess traffic generated by the committed and other potential large scale residential development in the area.

The assessment of traffic impact shows that with the exception of the A49 London Road / Stretton Road junction and the A49 London Road / A56 Grappenhall Road junction, the junctions that have been assessed are predicted to be able to accommodate the development traffic without impacting on junction operation.

The A49 London Road / A56 Grappenhall Road junction is predicted to operate marginally below the capacity threshold with this development in place, but just over capacity in forecasts which take into account other potential large scale housing projects. The impact of the current Appleton Cross proposal on this junction is marginal.

For the A49 London Road / Stretton Road (Cat & Lion) junction, the junction is predicted to be over-capacity in 2021 even without the development. When the development traffic for this application is added, the performance deteriorates - but not by an amount that can be considered significant or severe. When the 'all development' scenario is modelled the operation of the junction is affected by the cumulative impact of all the developments, with the operation exceeding the absolute capacity threshold.

In recognition of this cumulative impact, an option to enhance the operation of the junction has been identified. This would provide a dedicated right turn lane into Hatton Lane, which would reduce the potential for right turning vehicles blocking southbound ahead movement. The applicant would enter into a Section-278 agreement to contribute to the cost of the proposed junction improvements.

Subject to the proposed mitigation, the Council's transportation officers support the conclusions of the submitted TA and that there are no justifiable transportation or highways grounds to refuse planning permission.

Design

Detailed matters of layout, scale and appearance are currently unknown and are reserved for later consideration.

The site is within the adopted Appleton Thorn Neighbourhood Plan boundary area. This includes Policy AT-H2 specifically relating to this site which outlines a number of design objectives. Given that this is an outline application, detailed design matters are not for consideration now. However, should there be a particular control required over the generalities of design – such as the maximum number storeys – then an outline permission is capable of addressing this.

Objections have been received regarding allowing any homes of more than 2.5 storeys in height. This is in the light of the submitted Planning Statement and Landscape and Visual Appraisal which set out that the new homes will be no lower than 2 storeys, and up to 2.5 storeys, with the potential to raise this up to 3 storey for apartments and town house dwellings. These documents envisage that these higher forms could best be located at and around key frontages, gateways and nodal points.

Considering the development in the area there are a mix of single and two storey dwellings with a few 2.5 storey properties, but there do not appear to be any properties of 3 storeys or above. To allow properties higher than 2.5 stories would conflict with policy AT-H2 of the adopted ATNP, and would provide scope for the new development to contrast with the scale and proportions of existing buildings in the area in potential conflict also with policy QE 7 of the LPCS. It is therefore considered that a condition should be attached to control this principle accordingly.

An indicative site plan and other indicative plans have been submitted for illustrative purposes to provide an example of how up to 370 dwellings and a local neighbourhood centre could be accommodated on the site. Whilst this is an illustrative layout it is not considered that the local neighbourhood centre would need to be repositioned as objectors suggest. Its relationship with Green Lane would be considered as part of a detailed reserved matters application, and there is no particular reason why it would need to be located adjacent the site access.

The site covers an area of approximately 20.4 hectares. The gross density of the site would achieve 18 units per hectare, although this would vary across the site to accommodate a mix of housing types. This is shown on the illustrative masterplan. The proposed density is considered to be acceptable in the context of this rural edge development.

It is considered that the application demonstrates that the site could satisfactorily accommodate up to 370 residential units and that the proposed density of development is acceptable.

The access points into the site are for detailed consideration as part of this outline application and plans indicating these have been submitted. The infrastructure to facilitate the site has been completed as part of previous phases of development as part of the New Town approval. The illustrative plan shows a layout that would follow the prevailing pattern of development in the area with active street frontages facing important routes - however this is

not a matter for consideration at this stage.

The proposal would obviously result in a change in landscape character of the site through the loss of open fields. There is no doubt that there would be a visual impact from sensitive receptors within and adjacent to the site due to the introduction of residential development on a site which is currently open.

In terms of overall impact, the indicative plans indicate the removal of some trees on the site mainly along the watercourses that run through it. However, the Environment Agency have requested that a condition is imposed to ensure that the watercourses (and ponds) on the site are retained in the interests of retaining their ecological value in accordance with national and local policy and in accordance with the adopted ATNP. Given that the watercourses are to be retained by condition, it is considered that the removal of trees along them could be limited to those that are of poor form/vigour as discussed later in the 'ecology' section. A robust landscaping scheme with additional tree planting would provide long term mitigation through screening/softening of the views once the planting matures.

In landscape and visual impact terms, whilst there are some recognised effects through the development of open land, the site is not isolated and forms the residential edge of the urban area. The proposed residential development is not in itself uncharacteristic of the area, which is predominantly residential.

If approved, the outline planning permission would not grant consent for the indicative development plots shown on the indicative masterplan drawing – but would relate strictly to the principle of the development of the site with up to 370 dwellings and a local neighbourhood centre..

Amenity

Detailed matters of layout, scale and appearance and landscaping reserved for later consideration. The submitted illustrative masterplan shows one possible way in which the site could be developed.

Any layout considered at reserved matters stage would be required to achieve appropriate separation distances between existing and proposed dwellings, which would be assessed once full design details are submitted.

It is considered that residential development and a local neighbourhood centre would be compatible with the surrounding land use which is predominantly residential. The level of activity associated with the proposed development would be mainly residential in nature and is not a form of development that would be considered particularly unneighbourly in this area.

The application is accompanied by a noise impact assessment which concludes that the change in vehicular movements associated with the proposed cumulative HCA developments is predicted to give rise to either minor or negligible noise impacts.

Air quality impacts have also been raised in objections, however, in accordance with relevant guidance it is not considered that the proposed development would have a significant detrimental effect on local air quality.

The submitted Air Quality Assessment states that concentrations of nitrogen dioxide, and particulate matter are expected to be below the relevant national objectives - whether the development proceeds or not. Using very conservative assumptions, two points within and adjacent to the Air Quality Management Area on the M56 are expected to be exceeded. However, the increase due to the proposed development traffic (for both the Grappenhall Heys and Appleton Cross proposals) is very small. Therefore in accordance with relevant guidance (2017 Environmental Protection UK / Institute of Air Quality Management) the Air Quality Assessment concludes that the proposed development is not considered to have a significant effect on local air quality.

The Council's Environmental Protection team has assessed the proposals in terms of potential impact on amenity and raise no objections, subject to the imposition of conditions regarding noise insulation of properties including external areas; control over any externally located plant or equipment; site service management plan; hours of operation of neighbourhood centre; submission of a Construction Environment Management Plan (CEMP) and set back of play areas from residential properties.

Overall it is considered that the proposals would be unlikely to have significant adverse impacts on the amenity of current nearby residents or the future occupants of the site in accordance with Policy QE6 of the LPCS.

Housing Mix and Affordable Housing

The application identifies that the proposed new homes would include for a range of types and tenure to meet local demand and that 30 per cent affordable housing would be provided on site – divided equally between affordable rent and intermediate housing. A condition would ensure policy compliance in this regard.

Education

There is insufficient capacity in the area for primary and secondary provision when taking into account committed housing developments and sites which form part of the Council's five year housing land supply. The following financial contributions are therefore agreed for education (based on 370 dwellings) and would be used to create capacity in the area:

Primary provision:

£1,380,729

Secondary provision:

£1,083,457.

This would mitigate the impact of the proposal on primary and secondary schools in the area and would be secured by an s106 legal agreement.

Public Health

There is insufficient capacity for primary care in the area when taking into account committed housing developments and sites which form part of the Council's five year housing land supply. A financial contribution of £285,270 (based on 370 dwellings) is required towards the delivery of primary care facilities in the area. This would mitigate the impact of the proposal on primary care and would be secured by an s106 legal agreement. This would accord with LPCS policy SN7 and the Planning Obligations SPD.

Public Open Space, Pitch Sports and Recreation

Subject to the delivery of the agreed provision of open space and the agreed contributions to improve facilities at New Lane and Broomfield's Leisure Centre, it is considered that the proposals are policy compliant.

There is a requirement for the Appleton Cross proposal to provide equipped children's play space on site.

The illustrative masterplan indicates large areas which would be available as informal play space on the site. It also shows provision of a Local Equipped Area of Play within the site which is located adjacent the local neighbourhood centre so would have the potential to be easily accessed by the community. It is considered that there is also sufficient space on the site to provide a larger Neighbourhood Equipped Area of Play. A condition is recommended to ensure that details of the equipment provided on the Areas of Play and their design is submitted as part of future reserved matters.

There is a surplus of public open space overall in the Appleton Ward (including Parks & Gardens and Natural/semi-natural Green Space in the ward), even when account is taken of the additional demand created by the proposed new development. A substantial network of this open space is in close proximity to the site and is available to the public. Therefore, no new provision of these types of public open space would be required.

The site can be planned to accommodate the required open space which amounts to 0.68 hectares (based on 370 dwellings). This is taking into account that the applicant recognises that the scheme has the flexibility to account for the provision of approximately 8.28 hectares of public greenspace.

The existing facilities at New Lane, on the edge of Appleton Thorn have been identified as a location where enhancements could improve playing capacity, and a financial contribution of £80,725 (based on 370 dwellings) is to be provided to facilitate off-site improvements to improve playing capacity.

The proposal would generate additional demand for the Broomfields Leisure Centre which is running at near capacity and in need of improvements. Additional demand (based on 370 dwellings) would equate to a £288,995 financial contribution. These contributions along with details of management/maintenance of the open space would be secured within a S.106 Agreement.

It is considered that the site would be able to deliver the required maximum total of 0.68ha of public open space, including the provision of on-site play areas, as part of a mixed use development accommodating up to 370 houses and a local neighbourhood centre.

Ecology

Having regard to the submitted ecological appraisal and the advice and recommended conditions provided by the Council's ecology advisers, it is considered that the Appleton Cross proposal would not adversely affect nature conservation interests and would accord with Policies QE3 and QE5 of the Local Plan Core Strategy.

The Council's ecologist (GMEU) has assessed the application with the conclusion that the main impact would be the scale of loss of low value ecological habitats. Great crested newts were also found in ponds off-site and it is therefore likely a great crested newt license will be required. Other issues relating to the proximity of the development to Dingle and Fords Rough, nesting birds, badgers and bats can be resolved via conditions – which are set out at the end of this report..

The application is supported by an Ecological Impact Assessment (EclA) which is informed by an extended Phase 1 habitat survey and phase 2 surveys for bats, great crested newts, badgers and breeding birds.

The EclA sets out that The Dingle and Ford's Rough LWS (also an Ancient and Semi-Natural Woodland) lies 15m to the north of the site.

Habitats and features on the site include arable land, improved and semi-improved grassland, broadleaved trees and woodland, hedgerows, standing and running water.

Great crested newts are present in two ponds within 100 metres and 180 metres east of the site.

Approximately 80 trees exist on the site which have bat roost potential; bats were recorded commuting and foraging on the site in 2016.

One notable bird species (duncock) was recorded as having breeding territories within the Application Site during May and June 2016.

Badgers utilise the application site, and areas of rank grassland and woodland may offer suitable habitat for common reptile species.

The indicative plans show the location of trees that may be removed. As the watercourses (and ponds) on site are to be retained, many of the better quality trees that are shown in the central area of the site would be capable of retention. These trees could be incorporated within the development, as part of reserved matters. The integration of these existing boundary lines and retention of quality tree stock would be beneficial in the creation of a more mature better quality landscape. As a result it is considered that the better quality trees that exist on site should be retained and boundary hedge lines enhanced with additional native plantings. This approach and details of tree protection; a landscaping scheme and 5 year landscape management strategy are the subject of condition.

Water Voles and their habitat are protected and so, in line with advice from the Environment Agency, a further survey is needed on Lumb Brook, and this would be required by condition.

A condition to ensure the retention of the two existing ponds on the site is recommended.

To compensate for the loss of low quality habitat, the Council's ecology advice is that a suitable amount of higher value habitat should be provided as part of an overall Landscape and Environmental Management and Maintenance plan. Such a plan would form part of reserved matters submissions and required by condition as part of this outline application.

A substantial amount of on-site tree and woodland planting is indicated in the application and bat boxes are also to be installed. Overall, it is considered that the scheme could deliver a suitable amount of high ecological value habitats on site.

Flood Risk and Drainage

The Council's Flood Risk team and the Environment Agency raise no objections and consider that a condition to require the provision of a detailed design for surface water drainage layout and attenuation is appropriate.

A Flood Risk Assessment (FRA) has been submitted which assesses the potential flood risks to and from the proposal. The site lies within Zone 1 of the Environment Agency Flood Map and is therefore at low risk from fluvial flooding, and the development is therefore suitable.

The proposed development will increase the impermeable area of the site and will result in an increase in surface water run-off. Given its greenfield status, any additional surface water runoff volumes from new hardstanding will have to be limited and restricted to Greenfield runoff rates. Any ponding resulting from potential groundwater flooding will be mitigated through design and there may be an opportunity to incorporate new attenuation ponds and swale features into an overall SUDS strategy for the site – as shown on the

indicative landscape and open space plan. Surface water flood risk management is to be agreed as part of the reserved matters stage, and would need to take account of the likely increased rainfall as a result of climate change and the always present risk of flooding from the failure of artificial drainage systems

Heritage

It is considered that the proposals would have a very limited potential to impact on the historic environment.

There are no Listed Buildings, Locally Listed Buildings, Scheduled Ancient Monuments or Cheshire Historic Environment Record Listings or other significant historic features on the site.

Green Lane Farmhouse is immediately adjacent the site is a Grade II Listed Building. The submitted Cultural Heritage Assessment acknowledges that the proposals would have the potential to impact on the setting of a number of Grade II Listed Buildings through its presence in long distance or filtered views. However, in only one case would there be the potential for such an impact on setting to harm the significance of an asset - that being Green Lane Farmhouse (NHLE 1139364). The Assessment argues that the indicative masterplan includes a green buffer which would mean that built development would not be within the vicinity of the Listed Building, thereby mitigating any impact which would harm significance. Given that the masterplan is indicative, a condition would need to be applied to ensure that a scheme is submitted which ensures that no development is proposed which harmfully intrudes into the setting of the Listed Building.

The Assessment also points out that the proposals involve the removal of some hedgerows along field boundaries, although the details submitted do not clearly show where these would be. It states that these hedgerows remain in situ from the earliest Ordnance Survey mapping, and therefore potentially date from before 1845. Therefore it is likely that they are historically important. Further assessment in the form of a hedgerows regulations assessment would need to be carried out to ascertain whether hedgerows/field boundaries on the site which are to be removed are historically important and if so whether they need to be retained, and this is to be conditioned. Given that this is an outline scheme and the indicative layout is only one possible means of developing the site which could be altered it is considered that the retention of historic hedgerows on the site would be unlikely to affect the overall scale of development consisting of 370 dwellings and a local neighbourhood centre.

Land Quality

An assessment has been submitted which identifies that targeted ground investigation should be conducted. The Council's Environmental Protection team has recommended conditions which would ensure that the findings of such work is verified

Planning Obligations

The following financial contributions are agreed to mitigate the impacts of the proposal:

- Highways – Funding to provide bus stops within the site adjacent to the local centre and for local area road safety measures and signing/lining.
- Education - £1,380,729 for Primary provision and £1,083,457 for Secondary provision.
- Public Health - Contribution to healthcare of £285,270
- Sport & Recreation - £80,725 to facilitate off-site improvements to improve playing capacity at New Lane and £288,995 to enhance facilities at Broomfield's Leisure Centre.

Other than the Highways contribution, these are maximum figures. Should less than 370 dwellings be delivered, then the amounts would be reduced pro rata.

Other Matters

Loss of property value; loss of view; and any effect on rating are not material planning considerations in the determination of this application.

Whilst the LPCS refers to supporting the provision of housing suitable for elderly people, and the adopted ATNP says the housing mix should include homes catering for elderly residents, it is considered that the refusal of outline permission on this basis would not be robust - as the full mix of housing types is not yet known, and that the mix of tenures would primarily be a matter for the open market to determine.

Conclusions

The delivery of up to 370 dwellings would make a significant contribution to the Council's supply of housing land, and is considered to be suitable, available and deliverable insofar as the Council's most up-to-date Strategic Housing Land Availability Assessment (SHLAA) is concerned. The provision of a local neighbourhood centre would help support the existing and new community.

Detailed assessment of traffic impact concludes that subject to the delivery of the mitigation submitted and agreed as part of this application, no further additional infrastructure is required to enable this development.

The application would accord with the NPPF in its clear intention to significantly boost the supply of new housing and the presumption in favour of development in sustainable locations.

Mitigation for the highways, environmental, ecological, heritage and other potential impacts are capable of mitigation by conditions, or via S106 agreement.

The proposals are fully compliant with the Council's Planning Obligations SPD, with regard to Highways matters; school places; public health contributions and affordable homes

Overall, there are considered to be no overriding adverse impacts which would significantly and demonstrably outweigh the potential benefits of granting planning permission.

Overall, there are considered to be no identified adverse impacts which would significantly.

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 3 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 and Country Planning Act 1990

2. The development hereby permitted shall not be carried out otherwise than in accordance with the following submitted plans, insofar as they relate to access, and any subsequently approved reserved matters:

5148512-ATK-L-0001 - Site Location Plan

5148512-ATK-L-0002 - Site Plan

AC_A_0001 Rev. P02 - Vehicular Access Location A Dipping Brook Ave/Blackcap Rd Amended Roundabout

AC_A_0001 Rev. P02 - Vehicular Access Location A Dipping Brook Ave/Blackcap Rd Amended Roundabout (showing vehicle tracking)

AC_B_0001 Rev. P02 - Vehicular Access Location B Dipping Brook Avenue Amended Roundabout

AC_B_0001 Rev. P02 - Vehicular Access Location B Dipping Brook Avenue Amended Roundabout (showing vehicle tracking)

AC_C_0001 Rev. P03 - Vehicular Access Location C Blackcap Road Existing Priority Junction

AC_C_0001 Rev. P03 - Vehicular Access Location C Blackcap Road Existing Priority Junction (showing vehicle tracking)

HCAAG-ATK-HW00-DGN-DR-D-0104 Rev. P1.1 - A49 Cat and Lion Junction Potential Concept Scheme

Reason: To define this permission.

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

Layout

Scale

Appearance

Landscaping

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

c) Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.

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

4. No more than 370 dwellings; 500 square metres of retail convenience floorspace; 1,000 square metres of a health centre and 1,000 square metres of a place of worship/community use shall be constructed and occupied as part of this permission.

Reason: To define this permission, and in order to ensure that an appropriate quantum of development is not exceeded in accordance with Policies CS 1, QE 6; QE 7 and MP 1 of the Warrington Local Plan Core Strategy.

5. The uses hereby approved shall be as applied for namely a retail convenience store (Use A1) a Health Centre Use (D1) and a place of worship/community use (Use D1), and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and The Town and Country Planning (Use Classes) Order 1987 (as amended), (or any order revoking and re-enacting those Orders with or without modification), upon the grant of this planning permission no development/change of use shall take place unless a planning application for that development has been first submitted to and approved by the Local Planning Authority.

Reason: The Local Planning Authority would wish to retain control over any subsequent change of use of these premises in the interests of safeguarding the amenities of the area and in respect of Highways safety in accordance with Policies CS 1, QE 6; QE 7 and MP 1 of the Warrington Local Plan Core Strategy.

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

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

Plan Core Strategy.

7. No dwelling shall be constructed on the site which is more than 2.5 stories high (namely it has 3 floors with the 3rd floor within the roof of the property).

Reason: To ensure that the dwellings hereby approved would harmonise with the scale and proportions of existing buildings in the area and be characteristic of the surrounding area which lies at the edge of the urban-rural interface in accordance with Policy QE 7 of the Warrington Local Plan Core Strategy and Policy AT-H2 of the Appleton Thorn Neighbourhood Plan.

8. No dwelling shall be built within the inner or middle consultation zones (i.e. within 55m) of the Stanlow – Carrington (Ethylene/Propylene) six lane multi-route pipeline which crosses the site.

Reason: In the interests of public safety in accordance with Policies CS 1 and QE 6 of the Warrington Local Plan Core Strategy.

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

Reason: In order to avoid adverse impacts on nesting birds in accordance with Policies CS1 and QE 5 of the Warrington Local Plan Core Strategy.

10. No site clearance, earthworks or development shall take place or material or machinery brought on site until a method statement to protect The Dingle & Ford's Rough Local Wildlife Site and Dipping Brook from accidental spillages, dust and debris submitted to and agreed in writing by the Local Planning Authority. The agreed method statement shall be fully implemented and maintained in accordance with the approved details and for the duration of the full construction period.

Reason: This is required prior to the commencement of any site clearance, earthworks or development in order to ensure that protection measures are in place before any works commence to protect The Dingle & Ford's Rough Local Wildlife Site and Dipping Brook in accordance with Policies CS1, QE 5 and QE 6 of the Warrington Local Plan Core Strategy.

11. No earthworks or development shall commence until a survey of the site and within 30m of the site boundaries for badger setts has been

undertaken and a report of the findings has been submitted to and agreed in writing by the Local Planning Authority.

Reason: This is required prior to commencement of development given that badgers are protected under the Protection of Badgers Act 1992, and a further survey would be required for badgers before any works commence, in accordance with Policies CS1 and QE 5 of the Warrington Local Plan Core Strategy.

12. The development shall not in any circumstances commence (including any earthworks) unless the local planning authority has been provided with either:

- a) a license issued by Natural England pursuant to Regulation 53, of the Conservation of Habitats and Species Regulations 2010 authorising the specified activity/development go ahead: or
- b) a statement in writing from the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license.

If development is delayed beyond March 2018 all ponds within 250m of the development will be resurveyed for amphibians, and details provided and approved in writing prior to any development including earthworks commencing.

Reason: To ensure harm to Great Crested Newts which are a UK Protected Species is avoided/mitigated in accordance with Policies CS 1; QE 5, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

13. Prior to the commencement of any works on site, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The CEMP shall review all construction operations proposed on that phase of the 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
- Protection of the existing ditch on site from spillages, dust and debris
- Consideration for joining a Considerate Contractors Scheme

The CEMP shall consider in each case issues relating to dust, odour,

control of waste materials and vibration.

The management plan shall include a restriction on HGV construction vehicles moving to / from the site during school start and end times.

The approved scheme shall be implemented in full 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: In the interests of protecting the residential amenity of nearby residents during construction from adverse impacts associated with noise, dust, air quality and construction related activities, in accordance with Policies CS 1 and QE 6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

14. 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 and VERIFICATION

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

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

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with Policy QE6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

15. No development shall commence until a local employment scheme has been submitted to the local planning authority for approval. The scheme shall outline the means of maximising the local impact from the development in terms of contracting and supply chain opportunities for local businesses and job opportunities for the local community/residents. The approved employment scheme shall be fully implemented in accordance with the approved details.

Reason: This is required prior to the commencement of development to ensure local employment opportunities are maximised in accordance with Policy PV3 of the Warrington Core Strategy and the Planning Obligations SPD.

16. A scheme for insulating the building envelope from noise sources both within and outside the property or properties shall be submitted to and approved by the LPA before construction above ground floor slab level commences on any individual phase. This scheme must achieve the internal noise levels set out below and include any transportation, industrial, commercial and entertainment noise and shall be based on findings from an appropriate noise assessment.

The following noise levels will need to be achieved in habitable rooms and outdoor areas as set out in BS8233:2014 and/or WHO Guidelines:

Daytime Noise (07:00-23:00) Living Rooms and Bedrooms - 35 dB LAeq,16hr

Daytime Noise (07:00-23:00) Dining Areas - 40 dB LAeq,16hr

Daytime Noise (07:00-23:00) Outdoor Amenity Areas - 50 dB LAeq,16hr

55dB LAeq,16hr can be accepted in exceptional cases where normal mitigation cannot reach the 50dB level.

Night time Noise (23:00 – 07:00) Bedrooms - 30 dB LAeq,8hr,

Night time noise (23.00 – 07.00) Bedrooms - 45dB L_{Amax} no more than 10-15 times per night (WHO guidelines)

These levels must be capable of being achieved with windows open. For the purposes of calculation and unless specific window attenuation calculations are provided, noise reduction through a partially open window should be assumed to be 15dBA. If the above levels cannot be achieved with open windows, then the scheme must also include provisions for acoustically treated ventilation that will not compromise the acoustic performance of any proposals.

Prior to the first occupation of the approved use or any individual phase of development, the applicant shall submit a validation report, in writing, to the Local Planning Authority, demonstrating the inclusion of all mitigation measures as agreed along with a report to show evidence of the installation of mitigation measures within the building to validate the submitted proposal scheme.

Reason: To ensure a satisfactory standard of living environment for incoming occupiers in accordance with Policies CS 1 and QE6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

17. As part of the any reserved matters application a landscape and environmental management/monitoring plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority to deal with the following matters:

- Aims and objectives of the management plan including measures to mitigate for loss trees and hedgerows, loss of bird nesting habitat, loss of pond (if applicable) and amphibian terrestrial habitat
- Provision of an appropriate amount (to be agreed) of high ecological value habitats in good condition (so as to achieve no net loss of biodiversity) prior to sale of first property to partially mitigate for biodiversity losses
- A work schedule including 5 years of maintenance
- Details of the body or organisation responsible for implementation of the plan
- 10 years of monitoring

The LEMP shall also include details of legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer and contingences should habitat creation measures fail. The approved plans will be implemented, managed and maintained in accordance with the approved details

Reason: In order that the proposal provides sufficient compensatory ecological habitat which is appropriately managed in accordance with Policies CS 1, QE 5 and QE 6 of the Warrington Local Plan Core Strategy and the Planning Obligations SPD.

18. As part of the any reserved matters application a Hedgerow Regulations Assessment of any hedgerows to be removed on the site shall be submitted to and approved in writing by the Local Planning Authority. Development shall be implemented in accordance with the approved details.

Reason: Hedgerows on the site may be of historical and visual/landscape importance and may therefore need to be retained, in accordance with Policies CS1; QE 3; QE 5; QE 6, QE 7 and QE 8 of

the Warrington Local Plan Core Strategy.

19. As part of any reserved matters application a scheme(s) shall be submitted to the Local Planning Authority for approval to show the provision and management of an 8 metre wide undeveloped buffer zone alongside Lumb Brook and a 5 metre wide undeveloped buffer zone around the ordinary watercourses (which shall be retained fully intact). The buffer zone needs to be measured from bank top for the whole extent of the site and shall be free from built development including lighting, domestic gardens and formal landscaping. Bank top is defined as the point at which the bank meets normal land levels.

The scheme(s) shall include:

- plans showing the extent and layout of the buffer zones. Including cross sections clearly showing the watercourse, ponds, bank top and the buffer as necessary.
- details of any proposed planting scheme (for example, native species).
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.

Thereafter the development shall be carried out in complete accordance with the approved scheme.

Reason: Development that encroaches on watercourses has a potentially severe impact on their ecological value. Land alongside watercourses is particularly valuable for wildlife. This is in accordance with Policies CS 1; QE 5, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

20. As part of the any reserved matters application a scheme shall be submitted to and approved in writing by the Local Planning Authority to ensure that the existing on site ponds are retained fully intact and protected.

The scheme shall include the following features:

- 5 metres undeveloped buffer zone around the pond.
- How the ponds will be protected during the development

Development shall be carried out in complete accordance with the approved details.

Reason: To ensure that the existing ponds are retained and protected in accordance with Policies CS 1; QE 5, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

21. As part of the any reserved matters application a water vole survey shall be carried out, to enable an assessment of the risk posed by the development. The survey should be carried out at an appropriate time of year, by a suitably experienced ecologist, using recognised survey methodology. The detailed design, construction, mitigation and compensation measures shall be submitted to and agreed in writing by the local planning authority.

The survey and risk assessment should:

- identify water voles or habitat that would be suitable for them
- identify the impacts of the scheme on those features;
- demonstrate how the development will avoid adverse impacts
- propose mitigation for any adverse ecological impacts or compensation for loss;
- propose post-project appraisal, management plans and management responsibilities with details of how biodiversity enhancement specific to water voles will be incorporated into the development and maintained over the long term.

Reason: To ensure that the development would avoid adverse impacts on Water Voles which are a Protected Species in accordance with Policies CS 1; QE 5, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

22. All of the uses in the local neighbourhood centre (namely a retail convenience store (Use A1) a Health Centre Use (D1) and a place of worship/community use (Use D1)), as hereby approved shall be delivered in accordance with a timetable to be submitted to and approved by the Local Planning Authority as part of any reserved matters application. The approved development shall be fully implemented in accordance with the approved details.

Reason: To ensure that a timetable of the delivery of the local neighbourhood centre is agreed, and to ensure that all of the uses are secured, in the interests of providing a sustainable development in accordance with Policies CS 1, QE 7 and MP 10 of the Warrington Local Plan Core Strategy.

23. At reserved matters stage a scheme for the provision of affordable housing as part of the development shall be 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 30 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.

Development shall be carried out in accordance with the approved details.

Reason: In order that the proposal delivers affordable housing in accordance with Policies CS 1 and SN 2 of the Warrington Local Plan Core Strategy and the Planning Obligations SPD.

24. At reserved matters stage a scheme shall be submitted to the Local Planning Authority for approval to deliver the required open space amounting to a maximum of 0.68 hectares (on the basis of 370 dwellings), comprising:

- 0.21ha of equipped play space (aligned to a Local Equipped Area for Play (LEAP) and Neighbourhood Equipped Area for Play (NEAP) including 20/30 metre buffers) on the application site.
- 0.47ha of informal play space is required on the application site.

The scheme shall also include details of legal and funding mechanism(s) by which its implementation and management of the areas including into the long term will be secured by the developer. The approved plans will be implemented, managed and maintained in accordance with the approved details.

Reason: To cater for open space and equipped play space provision for up to 400 dwellings with sufficient protection to the amenity of nearby residents in accordance with Policies CS 1; CS 6; QE 3; QE 6; SN 7 and MP 10 of the Warrington Local Plan Core Strategy and the Planning Obligations SPD.

25. At reserved matters stage details of the type of play equipment, its design shall be submitted to the Local Planning Authority for approval. The development shall be completed in accordance with the approved details prior to the occupation of any dwelling.

Reason: To ensure that the play equipment is appropriate in accordance with Policy QE 7 of the Warrington Local Plan Core Strategy.

26. At reserved matters stage a scheme shall be submitted to the Local

Planning Authority for approval for the protection of all trees/ shrubs/and vegetation to be retained both within and adjoining the site and its implementation prior to the commencement of any site works. This scheme shall also include a construction methodology for development and hardstanding within root protection areas and the installation of foundations, utility services and drainage systems in relation to root protection areas, in accordance with BS 5837:2012. Proposed materials, excavation depths and finished levels shall also be detailed in the scheme. The development shall be completed in accordance with the approved scheme and protection measures shall be in place for the duration of construction works.

Reason: To ensure that retained trees are protected in accordance with Policies CS 1; QE 5, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

27. At reserved matters stage a detailed landscaping scheme and landscape management plan shall be submitted to the Local Planning Authority for approval. This shall include hard surfacing, means of enclosure, full planting details of the development, details of implementation, and details of management of all hard and soft landscaped areas for a period of 5 years. The approved scheme shall be implemented in accordance with the approved details and any tree or shrub planted which dies or is felled, uprooted, willfully damaged or destroyed in the first five year period commencing with the date of planting shall be replaced by the applicants or their successors in title. Management of all hard and soft landscaped areas shall be carried out in accordance with the approved scheme.

Reason: To ensure a satisfactory form of development and to enhance the visual amenities of the locality and to comply with Policies CS 1 and QE7 of the Warrington Local Plan Core Strategy and the Warrington SPD: Design and Construction.

28. At reserved matters stage full up to date amphibian surveys for the two ponds on the site and the pond to the south of the site shall be submitted to the Local Planning Authority for approval.

Reason: To ensure that there would be no implications as a result of the proposals on amphibians in accordance with Policies CS 1; QE 5, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

29. Each tree with bat roosting potential as identified in the Ecological Impact Assessment Atkins Ref: 5148512 Appendix D1 shall be avoided and retained within the development site unless at reserved matters stage evidence is submitted to and approved in writing by the Local Planning Authority demonstrating that there would be no negative impact on the conservation status of bats.

Reason: To ensure that there would be no detrimental impact on bats

or their roosts which are a European Protected Species in accordance with Policies CS 1 and QE 5 of the Warrington Local Plan Core Strategy.

30. At reserved matters stage plans showing existing and proposed levels across the site and including finished slab levels of all proposed buildings site be submitted to the Local Planning Authority for approval. Proposed plans shall include a level (e.g. highway or footpath) adjacent to the site that will remain fixed/ unchanged and shall include levels adjoining the site. The development shall be carried out in accordance with the approved details prior to the occupation of any dwelling/building.

Reason: To ensure that the proposals would not impact detrimentally on amenity in accordance with Policies CS 1, QE 6 and QE 7 of the Warrington Local Plan Core Strategy.

31. At reserved matters stage a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions, and details of its implementation shall be submitted to the Local Planning Authority for approval.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be implemented 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 Policies CS 1 and QE 4 of the Warrington Local Plan Core Strategy.

32. At reserved matters stage plans showing that no more than 100 residential units shall be served from a single access point with the local highway, shall be submitted to the Local Planning Authority for approval. Details shall be submitted of multiple access points or Emergency Vehicle access points where 100 or more units are served. The development shall be completed in accordance with the approved details prior to the occupation of any dwelling.

Reason: To ensure suitable access to the site is provided and in the interests of highway safety in accordance with Policies CS 1 and MP 1 of the Warrington Local Plan Core Strategy.

33. At reserved matters stage a scheme to ensure that an appropriate buffer where no built development is undertaken in the vicinity of the Green Lane Farmhouse shall be submitted to the Local Planning Authority for approval. The development shall be implemented in accordance with the approved details.

Reason: To ensure that the development does not detrimentally affect the setting of Green Lane Farmhouse, which is a Grade II Listed Building in accordance with Policy QE 8 of the Warrington Local Plan Core Strategy and the Appleton Thorn Neighbourhood Plan.

34. Where drainage swales/ditches are proposed to cross or run immediately adjacent to any access point or road, at reserved matters stage suitable structural information must be submitted to the Local Planning Authority for approval. The development shall be completed in accordance with the approved details prior to the first use of the access point/road by traffic other than construction traffic.

Reason: To ensure that suitable access to the site is provided and in the interests of highway safety in accordance with Policies CS 1, MP 1 and MP 10 of the Warrington Local Plan Core Strategy.

35. Any externally located plant or equipment shall not cause an increase in the ambient background noise level at the boundary of the nearest residential property. Any equipment not able to meet this requirement shall be acoustically treated prior to the plant or equipment's first use, and retained thereafter.

For the avoidance of doubt calculated rated noise levels from any externally mounted plant or equipment at the boundary of the nearest noise residential property should not exceed the existing background level in accordance with the results of a BS4142:2014 noise assessment.

Reason: To prevent an increase in background noise levels and protect the amenity of any residents in accordance with Policies CS 1 and QE6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

36. No individual phase of the development shall be taken into use until the following requirements have been met and required information submitted to and approved by the Local Planning Authority (LPA):

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

B: REPORTING OF UNEXPECTED CONTAMINATION: All

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

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

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

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion in accordance with Policies CS 1 and QE6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

37. Prior to first occupation of any dwelling a Green Travel Plan shall be submitted to and approved in writing by the local planning authority. The plan shall include measures for the management of car use and on-site car parking and a strategy to secure and sustain decreases in car use for travel to, from and at work and increases in car sharing, public transport use, cycling and walking. The Plan shall specify a plan period and contain relevant surveys, reviews and monitoring mechanisms and identify targets, timescales, phasing programme and management responsibilities.

Reason: To ensure a transport choice is provided in accordance with Policies CS 1 and MP7 of the Warrington Local Plan Core Strategy.

38. The Travel Plan referred to in condition 36 shall, amongst other things, set out: (a) the details of the measures to be adopted; (b) the mechanisms and time scales of implementing those measures; (c) the details of how the Travel Plan shall be kept under review to achieve continual improvement in the reduction in the number of car journeys to the development. This shall include a monitoring report to be submitted annually, on the anniversary of the approval of the Travel Plan, to the Local Planning Authority, which shall set out: i) details of progress in implementing the plan; ii) details of any enhancement or additional measures or other amendments to be implemented in the light of the monitoring report; iii) details of how failures to implement the measures

in the approved Travel Plan are to be remedied. Any enhancements, additions or remedies as referred to in ii) and iii) above shall have first been approved by the Local Planning Authority before being implemented and thereafter shall form part of the approved Travel Plan.

Reason: In order to reduce the number of car journeys to the site in accordance with Policies CS 1 and MP7 of the Warrington Local Plan Core Strategy.

39. The Green Travel Plan approved under the terms of the above conditions shall be implemented within 2 months of the development being first used or occupied. A transport mode and travel pattern survey shall thereafter be conducted not less than every 12 months for a minimum period of 5 years from the first use or occupation of the development and shall examine the contribution that can be made by cycling, public transport, car sharing, the provision and control of car parking. A person shall be identified as a co-ordinator and point of contact for the purposes of the Plan. The Green Travel Plan shall be carried out as approved. The local planning authority shall be notified of the results of the survey not later than the end of each calendar year.

Reason: To achieve the objectives of the Green Travel Plan and to comply with Policies CS1 and MP7 of the Warrington Local Plan Core Strategy.

40. Prior to first occupation of any dwelling a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
 - b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development in accordance with Policies CS 1 and QE 4 of the Warrington Local Plan Core Strategy.

41. Prior to the first occupation of any dwelling details to demonstrate that

the ecology of The Dingle & Ford's Rough Local Wildlife Site and Dipping Brook will not be negatively impacted from the disposal of foul and surface water during the lifetime of the development, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be implemented and operated in accordance with the approved details.

Reason: This is required prior to the commencement of development in order to ensure that protection measures are in place before any works commence to protect The Dingle & Ford's Rough Local Wildlife Site and Dipping Brook in accordance with Policies CS1, QE 5 and QE 6 of the Warrington Local Plan Core Strategy.

42. Prior to the first occupation of any part of the local neighbourhood centre hereby approved, a Service Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The service management plan shall cover logistics of deliveries to or from the local neighbourhood centre and refuse collection from the local neighbourhood centre. The plan shall review the types of vehicles, activity hours, frequency of activity and any special activity considerations for the site. All deliveries shall thereafter be carried out in accordance with the approved Service Management Plan.

Reason: To ensure that operation of the local neighbourhood centre would not have a detrimental impact on amenity in accordance with Policies CS 1, QE 6 and QE 7 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

43. Prior to the commencement of use of any individual element of the local neighbourhood centre (retail, health or place of worship/community facility), the applicant shall submit to the Local Planning Authority, in writing, details of the proposed hours of operation of that unit. Once approved, each individual unit shall operate only within the approved hours.

Reason: To ensure that operation of the local neighbourhood centre would not have a detrimental impact on amenity in accordance with Policies CS 1, QE 6 and QE 7 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

44. Prior to the first occupation of any part of the Local Neighbourhood Centre a scheme showing the internal highway from the Dipping Brook Lane / Blackcap Road roundabout to the proposed local neighbourhood centre which shall be designed to accommodate a single deck bus, to provide the passive provision for a bus to enter and egress the development via the Blackcap / Dipping Brook Avenue roundabout, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be implemented in accordance with the approved details.

Reason: In the interests of sustainable transport and accessibility in accordance with Policies CS1 and MP7 of the Warrington Local Plan Core Strategy.

45. Prior to the erection of any external lighting (whether freestanding or not) at the local neighbourhood centre (i.e. non-residential areas), the applicant shall submit a comprehensive assessment of lighting details for this area. The scheme shall show levels of illumination around this area (isolux drawings) but shall also show any overspill lighting beyond the physical site boundary. Mitigation measures or installation requirements shall be clearly identified within the scheme as shall control measures such as time clocks/light sensors or other control methods. Once approved, the agreed scheme shall be implemented in full prior to the use of that lighting being used and shall be retained as approved thereafter.

Reason: To ensure lighting would not have a detrimental impact on amenity in accordance with Policies CS 1, QE 6 and QE 7 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

46. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure a safe form of development which poses no unacceptable risk of pollution completion in accordance with Policy QE6 of the Warrington Local Plan Core Strategy and the Environmental Protection SPD.

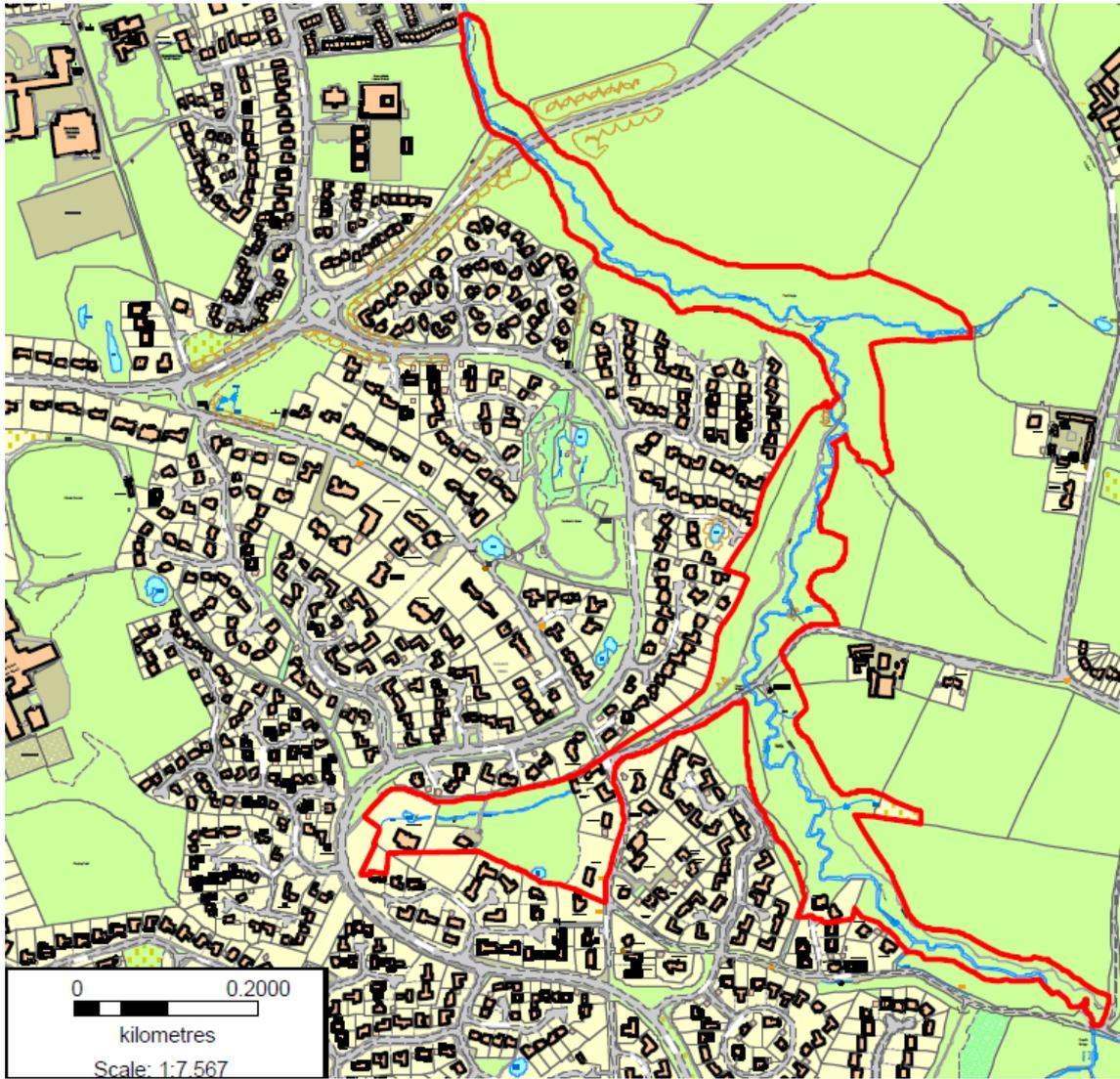
Appendix 1 – Plans and photographs



Indicative Concept



Indicative Landscape and Open Space



The Dingle and Ford's Rough Local Wildlife Site