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'Call for Sites'

Warrington Borough Council Local Plan Review

Call for Sites Registration Form

October 2016

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

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

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

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

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

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

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

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

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

(1) Your Details

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

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

(2) Site Details

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

Name of site /other names it's known by		
Address		
	Town	
	Postcode	
Ordnance Survey Grid Reference	Easting :	Northing :
Site area (hectares)		
Net developable area (hectares)		
What is your interest in the site? (please tick one)	Owner	Lessee
	Prospective Purchaser	Neighbour
	Other	Please state:

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

(3a) Proposed future use(s)

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

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

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

Details:

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(4) Site Ownership

Please record the site ownership details. If there are more than three owners, please record the fourth owner, etc. on a separate sheet. Please indicate the extent of individual landholding(s) on the site map.

If you do not know who owns the site, please state so below.

	Owner 1	Owner 2	Owner 3
Name			
Address			
	Town		
	Postcode		

Or: I do not know who owns the site

Has the owner (or each owner) indicated support for proposed redevelopment?

Please also record these details for the 4th and subsequent owners (where necessary).

Yes			
No			
Don't know			

Are there any Restrictive Covenants & Ransom Strips affecting the site?

--

(5) Market Interest

Please choose the most appropriate category below to indicate what level of market interest there is in the site:

		Any comments
Site is owned by a developer		
Site under option to a developer		
Enquiries received		
Site is being marketed		
None		
Not known		

--

(6) Site Condition

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

Current use(s)		
Neighbouring Uses		
If vacant	Previous use(s)	
	Date last used	

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

Proportion covered by buildings	%	Proportion not covered by buildings	%
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If there are buildings on the site, please answer the following questions:

How many buildings are there on the site?		buildings
What proportion of the buildings are currently in use?	% in use:	%
	% derelict:	%
	% vacant:	%
Are any existing buildings on the site proposed to be converted?		

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

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

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

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

(7) Constraints to Development

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

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

	Yes, No or Don't know	Nature and severity of constraint *	Action needed, timescales and progress	Confirmed by technical study or by service provider?	
				Yes	No
a) Land contamination					
b) Land stability					
c) Mains water supply					
d) Mains sewerage					
e) Drainage, flood risk					
f) Tree Preservation Orders					
g) Electricity supply					
h) Gas supply					
i) Telecommunications					
j) Highways					
k) Ownership, leases etc.					
l) Ransom strips, covenants					
m) Other (Please provide details)					

(8) Site Availability

Please indicate when the site may be available

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

Immediately

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

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

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

(9) Any Other Information

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

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

ldf@warrington.gov.uk

01925 442841

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



HOW

CELEBRATING 15 YEARS

Development Statement

Land at Birch Brook Road, Lymm

**Bellway Homes Limited
December 2016**

HOW Planning LLP, 40 Peter Street Manchester, M2 5GP

Contact Partner: Jon Suckley Telephone: 0161 8351333

Planning and Environmental Advisers

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1 INTRODUCTION

- 1.1 HOW Planning LLP has been instructed by Bellway Homes Limited (“Bellway Homes”) to prepare and submit representations in response to Warrington Borough Councils (WBC) Call for Sites consultation as part of its Local Plan Review.
- 1.2 This Development Statement has been prepared in relation to Bellway Homes specific land interests at the land at Birch Brook Road (“the site”). A Location Plan which identifies the sites boundaries can be found at Appendix 1. This Statement demonstrates that the removal of the site from the Green Belt and its allocation for housing within the Warrington Local Plan Review would make a valuable contribution towards the Borough’s housing land supply and would deliver significant material benefits whilst still protecting the purpose and functions of the Green Belt. The site provides a sustainable and logical extension to the existing settlement of Rushgreen in Lymm and is a logical location to deliver sustainable residential development with access to a range of existing services and facilities.
- 1.3 This Statement reviews the evidence base underpinning the Local Plan Review and also assesses the site in terms of its contribution to the Green Belt. Specifically, this document seeks to clearly articulate the unique opportunity that exists at the site by providing:
- An analysis of the site and its surroundings;
 - The case for the release of the site from the Green Belt including a review of planning policy. In particular the Statement demonstrates that the site does not perform the purposes and functions of the Green Belt as required by the National Planning Policy Framework (NPPF)
 - Analysis of the sustainability of the site, including a review of key technical considerations;
 - A demonstration that the site is deliverable, available and achievable;
 - A Masterplan and vision that articulates and illustrates the opportunity presented by the site;
 - Our proposed alteration to the Green Belt; and
 - A summary of the key benefits of the site.

- 1.4 In summary, the site presents a strategic and sustainable location that offers an opportunity for sensitive land release from the Green Belt and allocation for housing development as part of the Warrington Local Plan Review. Bellway Homes welcomes the opportunity to work collaboratively with the Council and key stakeholders as the review progresses, in order to ensure that the maximum benefits are derived from the site for WBC and the local community.

2 SITE AND SURROUNDINGS

2.1 This Chapter discusses the site's location, characteristics and sustainability credentials. It provides a brief description of the site's current status and physical attributes.

A SUSTAINABLE LOCATION

2.2 The site is located in the administrative area of WBC, within the settlement of Rushgreen in Lymm. It is located to the north east of the centre of Lymm where a range of services can be accessed including pubs and bars, restaurants, estate agents, dentists, convenience shops, bakery, hairdressers, opticians, pharmacies, takeaways and schools.

2.3 There are several schools within the vicinity of the site, including Outrington Community Primary School 1.1km to the south west of the site, Ravenbank Community Primary School 2.6km to the south west of the site and Lymm High School 1.8km to the south of the site.

2.4 Bus stops are located on the north-western boundary of the site along Birch Brook Road. These stops provide two services an hour between Altrincham and Warrington, via Lymm and Stockton Heath. Glazebrook Train Station is located approximately 5.4km north east of the site with services to Manchester, Warrington and Liverpool.

2.5 Access to the strategic highway network is available via Birch Brook Road and Mill Lane, which connect to the A56 to the south and the A57 to the north. These roads link directly to the M6 which provides onward travel to the north and south of England.

LOCATION AND CHARACTERISTICS

2.6 The site extends to approximately 3.5 hectares and comprises a well-contained parcel of land; an undeveloped 'gap' to the east of the settlement of Rushgreen, adjoining the village of Lymm.

2.7 The site comprises pastureland, which is flat in topography and triangular in shape. The boundaries of the site are made up of trees and hedgerows. A watercourse and small pond are located in the south-western corner of the site. A public right of way bisects the site and runs from the south-eastern corner to the north-western boundary.

2.8 The site is surrounded by established housing to the north, east, south and west and is bound by Mill Lane to the east. Birch Brook Road comprises its north-western boundary and the Trans Pennine Trail runs along its southern boundary. Beyond the residential properties on the north, east and south boundaries is open countryside. Furthermore, the River Bollin is located approximately 240 metres to the east and 290 metres north of the site.

- 2.9 The site does not contain any designated heritage assets such as scheduled ancient monuments, listed buildings, registered parks and gardens, registered battlefields or conservation areas. The Grade II Listed Manor House, which is located adjacent to the east of the site on Mill Lane, is the only statutory or non-statutory heritage designation within 500 metres of the site.

SUMMARY

- 2.10 In summary, the site is situated in a sustainable location surrounded by established housing on all its boundaries. The site is situated in an accessible location and is well connected to the strategic road network, being accessible by a range of non-car modes such as walking, cycling and public transport.

3 THE CASE FOR GREEN BELT RELEASE

3.1 There is a compelling case for removing the site from the Green Belt. The justification for the release of the site from the Green Belt is underpinned by the evidence base which supports the Local Plan Review. The overarching tests of the NPPF and the exceptional circumstances contained within the Councils evidence base support an alteration to the Borough's Green Belt. This Chapter provides an analysis of the key findings of the evidence base.

LOCAL PLAN CORE STRATEGY

3.2 WBC adopted its Local Plan Core Strategy on 21 July 2014. This document sets out the overarching strategic policies for guiding the location and level of development in the Borough up to 2027. It sets an overall housing target of 10,500 net new homes between 2006 and 2027 which equates to an annual housing target of 500 dwellings between 2006 and 2027.¹

3.3 Upon adoption of the Local Plan Core Strategy, a High Court Challenge was made against the adoption of parts of the Core Strategy. The challenge was heard on 3 and 4 February 2015 with a judgement given on 19 February 2015. Mr Justice Stewart ruled that parts of the Core Strategy relating to the housing target of 10,500 new homes between 2006 and 2027 as well as reference to 1,100 homes at the Omega Strategy Proposal should be overturned.²

3.4 The Council has now formally commenced a review of the Local Plan Core Strategy in order to set a new and up to date housing requirement for the number of new homes that will need to be delivered in Borough over the Plan period (between 2014 and 2037).

3.5 The Local Plan Core Strategy Review is underpinned by an evidence base which forms the basis for understanding the future needs of the Borough, including various analyses of the Borough's housing land supply.

EVIDENCE BASE DOCUMENTS

Housing Needs in WBC

3.6 In terms of housing need in Warrington, this is addressed in the Mid Mersey Strategic Housing Market Assessment (SHMA) Addendum for Warrington (October 2016). This document builds on the evidence base set out in the Council's original SHMA, which was published in January 2016. The January 2016 SHMA identified a housing need of 839 dwellings per annum 2014-2027³, which is considerably higher than the adopted Local Plan Core Strategy target of 500 dwellings

¹ Local Plan Core Strategy – Adopted July 2014, Appendix 2: Summary of Housing Land Availability Position, page 165

² High Court Decision: Satnam Millennium Limited and Warrington Borough Council Order (Case No: CO/4055/2014), Appendix Warrington Borough Council Local Core Plan Strategy Extracts Underlined Wording to be quashed, page 2

³ Mid Mersey Strategic Housing Market Assessment 2016, Conclusions on Overall Housing Need, page 186

per year 2006-2027. The Mid-Mersey SHMA Addendum for Warrington (October 2016) considers the housing need implications arising from an alternative job growth for Warrington to that set out in the SHMA and provides a revised housing need of 984 dwellings per annum for the period 2014-2037.⁴

- 3.7 Based on the figure of 984 dwellings per annum for the period 2014-2037, the estimated housing need in the Borough is approximately 22,632 dwellings. This figure represents the Objectively Assessed Need (“OAN”) in the Borough.
- 3.8 Conversations with the planning policy team confirms that the Council accept the annual housing target of 984 dwellings and are aware the estimated housing need between 2014 and 2037 is in the region of 20,000 plus dwellings.

Housing Supply in WBC

- 3.9 The Urban Capacity Assessment published in October 2016 confirms a capacity for development in the urban area and greenfield sites outside of the Green Belt in the Borough of approximately 15,000 new homes. This is based upon findings from the Strategic Housing Land Availability Assessment (SHLAA) published in January 2016 and updated in March 2016, as well as findings from masterplanning land supply work undertaken by Warrington & Co on behalf of WBC⁵. The SHLAA is based upon an assessment of the Borough’s housing land supply for the 15 year period 2015-2030⁶.
- 3.10 The site at Birch Brook Road is identified by reference number 2452 in the 2016 SHLAA, which states that it is premature for the SHLAA to endorse specific sites in the Green Belt as suitable for residential development in advance of any comprehensive review of Warrington's Green Belt⁷.
- 3.11 The updated SHLAA identified a housing land supply figure of 10,806 dwellings and calculated an allowance of 960 dwellings on windfall sites. The land supply work undertaken by Warrington & Co produced a figure of an additional 3,460 dwellings. Totalling these figures together, the Urban Capacity Study identifies an urban capacity of 15,226⁸.
- 3.12 Whilst the Council has an identified an urban capacity of 15,226 dwellings, this is not sufficient to meet the Councils housing need of 22,632 dwellings as required by the SHMA. Furthermore a review of some of the SHLAA sites brings into question the deliverability of those which have

⁴ Mid Mersey Strategic Housing Market Assessment 2016 – Addendum for Warrington, Additional Employment Need, page 4

⁵ Urban Capacity Statement – October 2016, Urban Capacity Statement, page 1

⁶ Strategic Housing Land Availability Assessment (SHLAA) Final Report – January 2016, Detailed Assessment Outputs, page 17

⁷ Strategic Housing Land Availability Assessment (SHLAA), Appendix 1 Site Proformas Lymm Ward – Part 2, SHLAA Reference 2452

⁸ Urban Capacity Statement – October 2016, Table 1 Urban Capacity Assessment 2016, page 3

been deemed 'suitable'. Due to environmental matters and land assembly issues we consider that some sites in the Council's urban capacity figure are not deliverable and as such will not come forward for development. This include issues surrounding contamination, ownership disputes, hazardous installations, access or ecological issues. As such it is likely that Warrington's urban capacity is overstated as a result of potential deliverability issues⁹, which further reinforces the need for Green Belt release and in particular this sites immediate release from the Green Belt.

5 Year Housing Land Supply

- 3.13 As part of the Local Plan Review, Mickledore were commissioned to review alternative forecasts for housing and employment land and also review historical housing completions. It is noted in the Review of Economic Forecasts and Housing Numbers prepared by Mickledore (October 2016) that DCLG record an average number of housing completions in Warrington of 627 units per annum between 2003-2016 although WBC record an average of 840 units per annum over the same period due to different data sources¹⁰.
- 3.14 However, the Annual Monitoring Report ("AMR") 2015/2016 provides an update on key performance indicators in Warrington during the period 1st April 2015 to the 31st March 2016. The report indicates that 595 net new homes were completed in Warrington, which is considerably less than the 687 completions during 2014/15¹¹.
- 3.15 Furthermore, the AMR states that the Council cannot currently demonstrate a deliverable five year housing land supply¹². This is something which is accepted by Planning Policy Officers at the Council who confirmed on 24 November 2016 that WBC could not demonstrate a five year housing land supply however they did not confirm exactly what their supply figure was. It is expected that WBC will publish their position in due course and confirm exactly how many years supply they are able to demonstrate.
- 3.16 Based on the Council's housing requirement of 984 dwellings per annum and their housing supply of 3,494 dwellings between 2016 to 2021 as identified in the 2015/16 AMR¹³, we have calculated the Councils current housing land supply could be in the region of 2.7 years (based on a 20% Sedgefield buffer).

⁹ Strategic Housing Land Availability Assessment (SHLAA), Appendix 1 Site Proformas Lymm Ward – Part 1 and 2

¹⁰ Review of Economic Forecasts and Housing Numbers (October 2016), Long term housing completions by different Local Authorities in the area, page 3

¹¹ Annual Monitoring Report 2015/2016, Key Messages, page 2

¹² Annual Monitoring Report 2015/2016, Identified Deliverable Supply of Housing Land, page 11

¹³ Annual Monitoring Report 2015/2016, Table 5.2: 5 Year "Deliverable" Housing Land Supply (inc. Windfall), page 12

- 3.17 Furthermore, the AMR states that 162 affordable houses were completed compared to 101 in 2014/15¹⁴. The January 2016 Mid-Mersey SHMA, however, identifies a requirement for 220 affordable homes per annum in Warrington¹⁵. As such the Council also falls short on delivering its affordable housing requirement.

GREEN BELT ASSESSMENT

- 3.18 In response the findings of the 2016 SHLAA and SHMA, which indicate that WBC is not currently able to identify sufficient urban capacity land to meet its housing need, WBC published a Green Belt Assessment in October 2016. The document provides an assessment of 203 Green Belt parcels in the Borough against the 5 purposes of the Green Belt as set out in the NPPF, in order to enable WBC to consider whether there are 'exceptional circumstances' to justify altering Green Belt boundaries and enable existing Green Belt land to contribute to Warrington's housing land supply.
- 3.19 The site at Birch Brook Road is identified in the Green Belt Review under site reference LY13. The site is considered to make a 'moderate' contribution to the purposes of the Green Belt and states that:

"The parcel makes a moderate contribution to two purposes, a weak contribution to one and no contribution to two. In line with the methodology, the parcel has been judged to make a moderate overall contribution. The parcel supports a moderate degree of openness and makes a moderate contribution to encouraging urban regeneration, and there are durable boundaries between the parcel, the settlement and the countryside"¹⁶.

- 3.20 In relation to purpose 3 'to assist in safeguarding the countryside from encroachment', the assessment states:

"The parcel is partly connected to the settlement on two sides along largely durable boundaries. The north western boundary along Birch Brook Road is largely durable and would be able to prevent encroachment into the parcel, as is the majority of the southern boundary along the Transpennine Trail which is lined with vegetation on either side. The eastern end of this boundary is considerably less durable and may not be able to prevent further encroachment into the parcel along Mill Lane. The parcel is connected to the countryside along the remaining section of Birch Brook Road and its eastern boundary consists of Mill Lane. These are both durable and could prevent further encroachment if the parcel was developed...The parcel supports some long line

¹⁴ Annual Monitoring Report 2015/2016, Affordable Housing Completions, page 17

¹⁵ Strategic Housing Market Assessment (SHMA) – January 2016, Table 61 Estimated level of Affordable Housing Need per annum – by location, page 112

¹⁶ Green Belt Assessment – Main Report & Appendices – October 2016, Appendix G Parcel Assessment Table, Reference LY13

*views looking north across Birch Brook Road and overall supports a moderate degree of openness"*¹⁷.

3.21 In relation to purpose 5 'to assist in urban regeneration, by encouraging the recycling of derelict and other urban land', the assessment states:

*"The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose"*¹⁸.

3.22 Overall, the Council are considering the site for Green Belt release in order to accommodate future housing requirements.

NATIONAL PLANNING POLICY

3.23 The NPPF provides the overarching planning framework that underpins decision making and the plan making process in the UK. The NPPF supports the Government's housing growth agenda, which seeks that Local Authorities boost their supply of housing, plan positively for objectively assessed needs and adopt a presumption in favour of proposals for sustainable development. Releasing the site from the Green Belt to facilitate new housing development would be consistent with the core objectives of the NPPF because:

- It would meet the three pillars of sustainable development by delivering economic, social and environmental benefits (NPPF Paragraph 7);
- It would be entirely consistent with the presumption in favour of sustainable development - the golden thread for both plan making and decision taking (NPPF Paragraph 14);
- It would offer a sustainable location within Rushgreen in Lymm, which is accessible by a range of sustainable modes of transport and has access to a range of services and facilities (NPPF Chapter 4 'Promoting Sustainable Transport', Paragraph 29-41);
- It would boost the supply of housing and provide a deliverable housing site that is available, achievable and viable (NPPF Paragraph 47); and
- There are exceptional circumstances which justify alteration to the Green Belt in accordance with Chapter 9 of the NPPF (Paragraph 83) and it will consider the consequences for sustainable patterns of development (Paragraph 84); and

¹⁷ Green Belt Assessment – Main Report & Appendices – October 2016, Appendix G Parcel Assessment Table, Reference LY13

¹⁸ Green Belt Assessment – Main Report & Appendices – October 2016, Appendix G Parcel Assessment Table, Reference LY13

- It does not entail the development of more valued and important landscapes in accordance with the NPPF (Paragraph 113).

DEMONSTRATING EXCEPTIONAL CIRCUMSTANCES FOR GREEN BELT RELEASE

3.24 Paragraph 83 of the NPPF states that once the general extent of a Green Belt has been approved, it should only be altered in 'exceptional circumstances' through the plan making process. The exceptional circumstances which support an alteration to the Green Belt include:

1. Housing Requirement

3.25 The adopted Core Strategy provided a housing target of 500 dwellings per year and WBC has not yet published a revised target for the Local Plan Review. The evidence base for the Local Plan Review indicates that the Council have an OAN of 984 dwellings per annum, which equates to 22,632 dwellings over the Plan Period 2014-2037. Paragraph 1.23 of the SHMA states:

"The Objectively Assessed Housing Need (OAN) is the core output of the SHMA. This is then tested against land supply, constraints and sustainability appraisals among other tests in order to arrive at a housing target within Local Plans which maybe higher or lower than the OAN. The housing target could also be increased above the OAN to reflect unmet needs from other areas. Those subsequent tests (after identification of the OAN) do not however form part of the SHMA process"¹⁹.

3.26 This means that the housing target for the Borough should only be less than the OAN figure of 22,632 as a result of land supply, constraints and sustainability appraisals and that the target may be higher if it takes into account unmet needs from other areas. It is highly likely that the Councils housing requirement will be higher than its OAN of 22,632 dwellings. Even if the housing requirement aligned with the OAN figure, the Council will have to identify Green Belt sites which can deliver at least 7,406 dwellings as it only has a maximum urban capacity of 15,226 dwellings. This reinforces the need for WBC to release additional sites from the Green Belt.

2. Insufficient Land

3.27 WBC cannot currently demonstrate a five-year land supply. The Local Plan Review Scoping and Contents Document states at paragraph 2.19:

"Having explored all potential sources of additional land supply, the Council has therefore concluded it is unable to accommodate all of its development needs within the existing urban area and on greenfield sites outside of the Green Belt... If Warrington is to meet its development

¹⁹ Strategic Housing Market Assessment (SHMA) – January 2016, Overview of the Approach to Deriving OAN, page15

needs.... sufficient Green Belt land will need to be released to deliver approximately 5,000 homes²⁰.

3.28 It is understood that the figure of 5,000 additional units to be released from the Green Belt, is not based on the housing need of 984 dwellings per annum for the Plan period. It would seem that the figure of 5,000 additional units has been based roughly on the housing need of 839 dwellings per annum from the January 2016 SHMA. Therefore, from the review of the other evidence base documents, specifically the October 2016 SHMA Addendum, it is apparent that 5,000 additional units is not sufficient.

3.29 The evidence base for the Local Plan Review indicates that the Council has an Urban Capacity Total of 15,226²¹. As the Urban Capacity Assessment is based upon assessment of the Borough's housing land supply for a 15 year period 2015-2030, and the Borough's housing requirement has been calculated for the period until 2037, the Council will also need to identify sites that can come forward between 2030 and 2037.

3.30 If the Council release sufficient Green Belt land to deliver approximately 5,000 homes, the Council will have a land supply of 20,226. Based on the OAN figure of 22,632, this means that Warrington have a housing land supply shortfall of 2,406. This shortfall does not reflect:

- Unmet housing needs from other areas; and
- The likelihood that some of the sites identified within the SHLAA will not come forward for development due to deliverability. This could include issues relating to a sites contamination, ownership disputes, hazardous installations, access or ecological issues.

3.31 If the above points are taken into account, the shortfall of 2,406 dwellings in the land supply appears modest and more housing needs to be identified in the Green Belt.

3. Affordable housing

3.32 The need to deliver 220 affordable homes per annum in the Borough was established in the 2016 SHMA²². The 2015/2016 AMR indicates that there is a chronic lack of new affordable homes, with a shortfall against the requirement of 220 homes of 58 in 2014/15 and 119 in 2014/15²³. The delivery of large sites which are viable, deliverable and available, such as the site at Birch Brook Road, can significantly contribute the identified affordable housing needs of the Borough.

²⁰ Local Plan Review – Scope and Contents Consultation Document, Land Supply, page 6

²¹ Urban Capacity Statement – October 2016, Table 1 Urban Capacity Assessment 2016, page 3

²² Strategic Housing Market Assessment (SHMA) – January 2016, Table 87 Annual Need from Households Requiring Support, page 184

²³ Annual Monitoring Report 2015/2016, Affordable Housing Completions, page 17

SUMMARY

- 3.33 This Chapter has assessed the Council's evidence base and is able to conclude that the Council will have to identify considerably more 5,000 new dwellings in the Green Belt in order to meet an annual housing need of 984 dwellings. Furthermore, the Council is not able to demonstrate a five year supply of housing land and currently can only demonstrate around a 2.7 year supply. It is therefore apparent that the Council need to identify more housing to be released from the Green Belt than is stated in the evidence base in order to meet its housing requirements over the Plan Period and to produce a plan that is flexible in accordance with the NPPF. Finally it has been demonstrated that there are exceptional circumstances to alter the Green Belt through the Local Plan making process.

4 SUSTAINABLE DEVELOPMENT PRINCIPLES

- 4.1 The site at Birch Brook Road represents a sustainable solution to the Borough's housing needs in line with Government guidance and the NPPF. The overarching policy objective of the NPPF is the presumption in favour of sustainable development. Paragraph 6 of the NPPF highlights that the policies in Paragraphs 18-219, when taken as a whole, constitute the Government's view of what sustainable development means in practice.
- 4.2 The NPPF at Paragraph 7 indicates that there are three dimensions to sustainable development: economic, social and environmental. An assessment of the site against the three dimensions of sustainable development as defined in the NPPF is provided below. The site's sustainable location and accessibility is also considered.

LOCATION AND ACCESSIBILITY

- 4.3 The site is located to the north east of Lymm Village neighbourhood centre, which provides extensive services and facilities including but not limited to: a bank, a post office, bars, public houses, convenience stores, Places of Worship, restaurants, a library, a community centre, coffee shops, a florist, a bakery, a beauty salon and a barber shop.
- 4.4 In addition, there are a range of amenities in the vicinity of the site itself within Rushgreen including The Green Dragon public house (70 metres north of the site), La Boheme restaurant (85 metres to the north) and a Co-operative foodstore situated on Chase Meadow (155 metres west of the site).
- 4.5 Extensive employment opportunities are available in Warrington to the west of the site, which can be accessed via public transport from bus stops on Birch Brook Road.
- 4.6 The site has good access to the public transport network via bus stops located at the north western corner of the site, which provide two services an hour between Altrincham and Warrington, via Lymm and Stockton Heath. Glazebrook Train Station is located 5.4km north east of the site providing regular services towards Manchester, Liverpool, and Warrington.
- 4.7 An existing public right of way ("Lymm 36") runs through the site from the south eastern boundary to the western boundary. The National Cycle Route 62, which connects Fleetwood in Lancashire to Selby in North Yorkshire, also runs along the southern boundary of the site and forms part of the Trans Pennine Trail. The Trans Pennine Trail is a recreational and transport route for walkers, cyclists and horse riders.

- 4.8 In accordance with the NPPF, the site is sustainably located and offers residents with opportunities to use sustainable modes of transport to access services, facilities and employment opportunities across Warrington, Merseyside and Greater Manchester.

COMMUNITY FACILITIES

- 4.9 Oughtrington Community Primary School is located 1.1km south west of the site and can be accessed via pedestrian walkways along Birch Brook Road, Rush Green Road and Howard Avenue. A number of other schools are located in Lymm and can be accessed on foot or by public transport from the site, including Ravenbank Community Primary School, Cherry Tree Primary School, Statham Community Primary School, Lymm High School, Bramble Lodge Day Nursery, Oughtrington Pre School, Rainbow Day Nursery, St Mary's Pre-school, Statham Little Foxes Pre-school and Willowtree Nursery School.
- 4.10 The nearest pharmacies, Lloyds Pharmacy and Boots Pharmacy, are located 2km to the south west of the site in Lymm Village neighbourhood centre. Brookfield GP Surgery is located 2.3km south west of the site and Lakeside GP Surgery is located 3.2km also to the south west, both of which are currently accepting new patients. Dental Care with Jill Cooper is located less than 1km to the west of the site and is currently accepting patients up to the age of 18 on the NHS.
- 4.11 The area surrounding the site is home to a number of locations for sport and recreation. Heatley Flash and Little Mere are local fishing spots located 110 metres and 205 metres south of the site. Lymm Leisure Centre is located 1.7km south of the site, Sandy Lane playing field is located 0.6km south west, and there are a number of recreational facilities in Lymm including Lymm Lawn Tennis Club, Lymm Dam, Lymm Rugby Football Club, Ridgeway-Grundy Memorial Park, and the Lower Dam in the centre of Lymm Village.

ECONOMIC

- 4.12 Development at the site will contribute to building a strong, responsive and competitive economy. In particular, the delivery of 110 homes will bring:
- A significant amount of new investment into the local area through the construction process;
 - Circa £166,368 of Council Tax per annum in perpetuity following the scheme's completion;
 - Significant additional spending annually in the local economy from the site's new residents. This could support full time and part time jobs locally;
 - It is anticipated the proposed development will take around 2-3 years to be constructed (assuming a development rate of 35 units per year);

- The potential to provide apprenticeships and training opportunities with Bellway Homes and its suppliers for residents in the local area. This will help meet with the Council's economic development aspirations;
- Circa £979,163 million through the Government's New Homes Bonus scheme over 6 years, to be spent by Warrington Borough Council at their discretion; and
- Contribution to building a strong, responsive and competitive economy via the provision of much needed additional homes in the Borough.

SOCIAL

4.13 A key objective of the social role of sustainable development is to support a strong, vibrant and healthy community. The allocation of the site for housing and the development of 110 dwellings will provide:

- A sustainable development with good access to shops, services and transport links;
- New residents that could enhance the skills base available to employers in the local area and potentially benefit local business productivity;
- A range of open market housing comprising various types to meet the needs of the wider Lymm area;
- Affordable housing of the range and type to meet the identified need, as required by the Borough's 2016 SHMA, which identified a lack of new affordable homes across the Borough as a whole; and
- Landscape enhancements and public open space that integrates with the wider Green Belt to the north of the site. Furthermore a network of diverse green corridors will be created throughout the site that link into the Trans Pennine Trail to the south and the existing public rights of way in the east of the site.

4.14 Specifically, delivering housing at the site would contribute to WBC's housing land supply. In line with paragraph 47 of the NPPF, the Local Authority should seek to 'boost significantly the supply of housing'. The site provides an opportunity to develop a sustainably located site which will contribute to meeting the Borough's housing land supply, particularly over the next five years. It is evident that the Council are not able to maintain a five year housing land supply at present and also require additional Green Belt sites to be identified for housing allocation as part of their Local Plan Review.

- 4.15 As demonstrated there are significant social benefits that will be delivered by the any future development at the site in accordance with the social dimension of sustainable development as defined in the NPPF.

ENVIRONMENTAL

- 4.16 Development of the site for housing will not result in significant harm to the natural environment and will help to improve biodiversity as well as using natural resources prudently and addressing climate change through the design of the housing.
- 4.17 An assessment of the key environmental and technical considerations has been undertaken by a team of professional consultants to underpin the derivability of the site moving forward. The key considerations are as follows:

Transport and Access

- 4.18 Mill Lane runs adjacent to the eastern boundary of the site and is considered to provide suitable vehicle access to the site. Given the amount of development proposed, it is likely that only one formal vehicular access point would be required to serve the development safely and sufficiently. The main vehicular access located on Mill Lane can accommodate a formal priority junction arrangement with standard geometric parameters for residential developments with a 5.5 metres wide carriageway, footway on both sides of 2 metres wide and 6 metre radii.
- 4.19 Sufficient visibility can be achieved in both directions of at least 2.4 metres by 43 metres which ensures it complies with the guidance in Manual for Streets and Manual for Streets 2. All of this geometry can be accommodated within either the site boundary or within the current limits of adopted highway.
- 4.20 A technical note has been prepared on transport by Croft Transport Solutions and is provided at **Appendix 2** of this Statement. This note concludes that the site can be satisfactorily accessed and will generate a modest number of additional vehicular trips onto the local highway network. It is envisioned that development at the site is likely to generate in the region of 60 to 70 vehicular trips in the two busiest hours of the day between 0800 and 0900 hours and 1700 to 1800 hours.
- 4.21 Furthermore, there are opportunities to develop pedestrian/cycle links from Birch Brook Road into the site, along the existing public right of way that runs from Birch Brook Road to Mill Lane, and from the site to the Trans Pennine Trail and National Cycle Route 62 adjacent to the site's southern boundary.
- 4.22 It is not considered that there are any significant highways or access constraints that would prevent the site coming forward for development.

4.23 In addition, ongoing surveys are being undertaken to advise the future development at the site.

Landscape and Visual Impact

4.24 The site lies within the Landscape Character Type 'River Floodplain; and within the sub-area 'River Mersey & Bollin'. Furthermore, the site sites within the National Character Area 'Mersey Valley'. A Landscape and Visual Appraisal Summary is enclosed at **Appendix 3** and assess the overall landscape effect of the proposals as negligible upon the Mersey Valley NCA.

4.25 The site is not prominent within the wider landscape and there are a number of landscape features which could assist with the successful integration into the settlement edge character. A sensitively well-designed scheme would not harm the wider rural landscape as it will not be highly visible or result in a significant change to key elements of the landscape characteristics.

4.26 There are no significant landscape or visual constraints that would preclude the development of the site, subject to appropriate massing, design, layout and design measures at the planning application stage.

4.27 The Landscape and Visual Appraisal Summary enclosed at **Appendix 3** has been prepared by FPCR to assist in supporting the release of the site from the Green Belt.

Ecology and Trees

4.28 The site is located within the Impact Zone of the Rixton Clay Pits Site of Scientific Interest (SSSI), which is located 2.3km to the north west of the site and is 2.3km south west of the Rixton Clay Pits Special Area of Conservation (SAC) and Rixton Clay Local Nature Reserve. Woolston Eyes SSSI is located 2.6km to the west and Dunham Park SSSI is located 3.3km south east. Given the distance between the site and these ecological areas, it is not considered that they will be adversely affected by the proposals subject to suitable standoff distances and enhancement measures as necessary.

4.29 The boundaries of the site comprise minimal vegetation of limited trees and hedgerows. A row of trees are located along the south western boundary and the River Bollin is located approximately 240 metres east and 290 metres to the north of the site. A future planning application would be supported by a Phase 1 Ecological Assessment and any relevant protected species surveys. Furthermore, all ecological features would be protected by suitable standoff distances and enhancement measures as necessary.

4.30 There are some trees outside of the site adjacent to the north eastern corner that are subject to Tree Preservation Orders (TPO). Furthermore, there are also trees with TPO's beyond the south

western boundary. These are all in the curtilage of private residential dwellings and therefore will not be affected by the sites development for housing.

- 4.31 Initial assessments have indicated the pond to the south east of the site may be suitable for Great Crested Newts. Furthermore, the stream along the eastern boundary of the site may have the potential habitat for certain fish or other life. Finally, nesting birds and roosting bats may be present at the site in trees and hedgerows. Further surveys will be undertaken to establish the extent and level of mitigation recommended to accommodate any future development.
- 4.32 Subject to further surveys and the implementation of best practice mitigation measures, it is not considered that any ecological constraints would prevent the proposed development coming forward.

Ground Conditions

- 4.33 There are no active or historic landfills located on the site, according to the Environment Agency's Landfill Map. 'Land Behind Boarded Barn Farm' is a historic landfill located directly north of Birch Brook Road. According to the Coal Authority's mapping service, there are no records of mining activity or previously worked areas on the site. The site is currently undeveloped and has historically been used for agricultural purposes. As such, there are limited potential sources of contamination. It is not considered that there are any significant contamination constraints that would prevent the site coming forward for development.

Flood Risk and Drainage

- 4.34 Reference to the Environment Agency flood map indicates the eastern portion of the site is located within Flood Zone 2 and the western portion in Flood Zone 3. A pond is located in the south western corner of the site and an ordinary watercourse runs through the trees along the south western boundary from south to north, across Birch Brook Road to join the River Bollin which is located approximately 240 metres east and 290 metres north of the site.
- 4.35 Residential development is classified as "More Vulnerable" development and is appropriate in Flood Zone 2; further consultation is currently being undertaken with the Environment Agency to determine the extent of the flood zones and the appropriate freeboard to be applied for the development. To achieve the required finished floor levels it is likely raising of the site in certain areas within the eastern portion of Flood Zone 2 will be required.
- 4.36 A site specific flood risk assessment will be undertaken for the site to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. Surface water

drainage will mimic flows from the existing greenfield site with attenuation and SUD's measures included where appropriate.

- 4.37 Subject to the preparation of site specific flood risk assessment, the site is considered suitable for residential development in flood risk terms and appropriate sustainable drainage measures could be implemented to maintain existing runoff rates and suitably mitigate the flood risk on the site.

Air Quality and Noise

- 4.38 WBC has declared three Air Quality Management Areas (AQMA) although the site is not located within or in close proximity to these. Furthermore, the Council are currently proposing to designate an AQMA in Warrington Town Centre to encompass the current Sankey Green Island and Parker Street AQMA. These two existing AQMA's will need to be revoked and combined into one larger AQMA. The new AQMA is proposed to be designated by the end of November/early December 2016. The site is not located within the proposed AQMA.

- 4.39 The construction and future occupation of the site will consider the impacts of the proposals on the local air quality in the District however it is not considered that air quality impacts would preclude the development of the site.

- 4.40 The main source of existing noise would be that emanating from the highways network along Birch Brook Road and Mill Lane and from the residential properties surrounding the site. Subject to appropriate building envelope design and layout of the development, it is not envisaged the existing noise environment would preclude the proposed development coming forward. Suitable mitigation measures could be implemented during the construction phase to minimise noise impacts on the surrounding sensitive receptors.

SUMMARY

- 4.41 In summary, development of the site for housing would constitute sustainable development in accordance with the NPPF when taken as a whole. Housing development at the site would deliver significant and positive economic, social and environmental benefits which should be afforded significant weight in considering the site for removal from the Green Belt and allocation for housing. Importantly, development at the site will deliver the type, quality and quantity of new homes that will support the growth of Warrington Borough over the Plan period and is suitably and sustainably located to access public transport and local facilities.

- 4.42 The delivery of new homes at Birch Brook Road would make a significant contribution towards meeting the housing needs of the Borough. A full assessment of the site constraints is continuing to be undertaken to determine and illustrate that delivery of housing at the site is achievable and

deliverable. A professional team of technical experts has been appointed to underpin the relevant assessments and support the delivery of the site moving forward.

- 4.43 Furthermore, Bellway Homes is committed to making a difference in the local community by working with local educational establishments and job seeking agencies in order to facilitate local apprenticeships and training initiatives, and to ensure that employment generated from a housing development is sourced from and directly benefits the local area.

5 DELIVERABILITY

IMPACT ON THE GREEN BELT

5.1 When tested against the purposes of the Green Belt (as set out in Paragraph 80 of the NPPF) and when considered against the exceptional circumstances that exist, the site at Birch Brook Road presents a significant opportunity to support a sensitive residential development.

5.2 The site represents a logical and appropriate option for Green Belt release to meet the future housing needs of the Borough. When tested against Paragraph 80 of the NPPF and the five purposes of including land in the Green Belt, the site:

1. **Will not result in unrestricted sprawl of large built-up areas** – as noted in the 2016 Green Belt Assessment, the site is not adjacent to the Warrington urban area and therefore will not lead to the unrestricted sprawl of large built up areas. Furthermore, the site is surrounded on its boundaries by existing residential development and therefore forms a logical extension to the existing area. As such the site will not result in unrestricted sprawl and will have a weak contribution to this purpose;

2. **Will not cause the merger of neighbouring towns** – maintaining the functions, separation and context of the wider Green Belt in Warrington, without diminishing the distance between the settlement of Partington or Warburton to the north west. As noted in the 2016 Green Belt Assessment, the site "forms a "less essential" gap between Lymm and Partington whereby the development of the parcel would slightly reduce the actual gap but not the perceived gap between the towns. We disagree with the Council's assessment as the site is bound on all its boundaries by existing housing and therefore it will have no impact to the merger of neighbouring towns;

3. **Will not create unacceptable encroachment into the countryside** – the site is a self-contained land parcel with durable boundaries that is afforded clear physical enclosure from the wider Green Belt and would prevent encroachment into the countryside due to the existing residential dwellings that surrounds its boundaries. The development of this infill site would create a new strengthened long term Green Belt boundary and would align with the established residential area of Rushgreen, Lymm. As such the site would make a weak contribution to this purpose as it is a self-contained parcel;

4. **Will not impact on the special character of historic towns** – as noted in the 2016 Green Belt Assessment, Lymm is a historic town however the parcel is not within 250 metres of its Conservation Area and the site does not cross an important viewpoint of the Parish Church. The development of the site would also not impact upon the character of any listed buildings. As such the site would make no impact to this purpose; and

5. Will not discourage urban regeneration- evidence for the Local Plan Review consultation indicates that the supply of deliverable brownfield sites is becoming exhausted and, consequently, Green Belt release will be required over the life of the Plan Period to meet the Borough's housing needs. The 2016 Green Belt Assessment states that the Mid Mersey Housing Area has 2.08% brownfield urban capacity for potential development and therefore the site makes a moderate contribution to encouraging the recycling of urban land. It is important to emphasise, however, that this calculation is based on a theoretical exercise and there is no evidence that sites will have a blanket role in assisting urban regeneration across the Borough. In addition, this assessment is based on the Mid Mersey Housing Area, rather than Lymm specifically, and also the Mid Mersey 2016 SHMA indicates that housing need is higher than the available housing land supply. Overall, it has been demonstrated in Chapter 3 of this Statement that Warrington's urban capacity is not sufficient to meet the Borough's housing need and that at least 7,406 further units need to be delivered on Green Belt sites, which is higher than the Council's original figure of 5,000 units. Therefore, further Green Belt release is required in addition to the urban sites coming forward. The site will not prevent urban regeneration coming forward and as such has a weak contribution to this purpose.

SUMMARY

5.3 The above has demonstrated HOW's assessment of the site's contribution to the Green Belt against Paragraph 80 of the NPPF and the five purposes of including land in the Green Belt. In summary, our assessment concludes that the site:

1. Will not result in unrestricted sprawl of large built-up areas – weak contribution;
2. Will not cause the merger of neighbouring towns – no contribution;
3. Will not create unacceptable encroachment into the countryside – weak contribution;
4. Will not impact on the special character of historic towns – no contribution; and
5. Will not discourage urban regeneration – weak contribution.

5.4 Overall the site makes a weak contribution to the Green Belt. HOW disagrees with the Council's view that the site has a moderate contribution to the Green Belt.

DELIVERABILITY

5.5 The NPPF and the Government's growth agenda seek to ensure that sufficient land is available in the most appropriate locations to increase housing supply, support growth and boost home ownership. Importantly, this land should be deliverable, to ensure that Warrington Borough does

not fall further behind in its land supply requirements. On this basis, the site is available, suitable and achievable and is ideally positioned to meet housing need in accordance with the NPPF.

5.6 The site a deliverable and available site that is under the control of an experienced house builder that can demonstrate an excellent track record in delivering new housing across the UK. Bellway Homes is fully committed to bringing forward the site for residential development.

5.7 To be considered deliverable, sites should:

- **Be Available:** A site is considered available where there is confidence that there are no legal or ownership problems;
- **Be Suitable:** A site is considered suitable for housing development if it offers a suitable location for development and would contribute to the creation sustainable, mixed communities; and
- **Be Achievable:** A site is considered achievable for development where there is a reasonable prospect that housing will be developed on the site within five years. This is a judgement about the economic viability of a site and the capacity of the developer to compete and sell housing over a certain period taking into account market factors, cost factors and delivery factors.

Available

5.8 Bellway Homes has secured legal agreements with the landowners of the site. The site is therefore within the control of a major house builder and can be developed to deliver 110 new homes that could be critical to meeting housing need during the Plan Period. If the site were to be released from the Green Belt and allocated for housing, Bellway Homes would seek to develop the site immediately, which would contribute considerably to the Borough's 5 year housing land supply and deliver highly anticipated new homes early in the Plan Period. This commitment to delivery is demonstrated by Bellway Homes track record of the efficient delivery of high quality housing schemes across the UK.

Suitable

5.9 The site is suitable for housing development because it:

- Offers a suitable location for development and can be brought forward immediately following any allocation;
- Would form a natural extension to the established Rushgreen, Lymm residential area;

- Could utilise existing infrastructure surrounding the site and there are no utilities or drainage or infrastructure constraints preventing the site coming forward for development;
- Has no identified environmental constraints that would prevent the site coming forward for residential development;
- Can deliver satisfactory vehicular access from Mill Lane. In addition, existing bus stops are located close to the site on Birch Brook Road;
- Is situated within a local highway network that has the capacity to accommodate the development;
- Will deliver new open space for use by residents and the local community; which could link with existing recreation networks and informal open space in the surrounding area; and
- Is sustainably located and is close local services and facilities.

5.10 The site is therefore considered to be suitable in accordance with the requirements as set out in the NPPF.

Achievable

5.11 The delivery of new homes in this location would make a significant contribution towards meeting the housing needs of the Borough. A full assessment of the site constraints has been undertaken which illustrates that delivery of the entire site is achievable and deliverable, and a professional team of technical experts has been appointed to underpin this assessment and support the delivery of the site moving forward. Where any potential constraints are identified, Bellway Homes has considered the necessary mitigation measures and required investment in order to overcome any deliverability barriers.

5.12 Bellway Homes has reviewed the economic viability of the proposals in terms of the land value, attractiveness of the locality, level of potential market demand and projected rate of sales in the Lymm ward and the Warrington Borough. These considerations have been analysed alongside cost factors associated with the site, including site preparation costs and site constraints.

5.13 Bellway Homes can therefore confirm that the site is economically viable and therefore achievable in accordance with the NPPF.

SUMMARY

- 5.14 This Chapter has assessed the site against the purposes of the Green Belt (as set out in Paragraph 80 of the NPPF) and found that the site makes an overall weak contribution to the five purposes of including land in the Green Belt.
- 5.15 Furthermore it has been demonstrated that the site is deliverable, available, suitable and achievable for development and that is under the control of an experienced house builder that can demonstrate an excellent track record in delivering new housing across the UK. Bellway Homes is fully committed to bringing forward the site for residential development.

6 VISION FOR THE SITE

6.1 The site at Birch Brook Road will deliver an attractive housing development with a distinctive character that offers a choice of high quality new homes to meet the Borough's needs.

6.2 Bellway Homes vision of the site seeks to meet the following goals:

- Delivery of quality new family homes which make best use of the land;
- Achieve a choice of housing with a mix of house types, tenures and sizes to meet identified local needs;
- Respect the character of the site and the setting adjacent to the Green Belt;
- Provide high quality, accessible, green space for the benefit of existing and future residents;
- Facilitate cycle and pedestrian links to community facilities and green spaces;
- Invest in the community with the creation of additional direct and indirect employment both during construction and after the development;
- Enhance the ecological value and biodiversity of the existing vegetation within the site and along the site boundaries;
- Create a safe and desirable place to live with a safe and attractive environment that builds upon the strength of the local community;
- Provide high quality design which will complement and enhance the existing environment and create a good standard of amenity and living environment; and
- Protect existing residential amenity.

6.3 Bellway Homes has developed a masterplan vision for the site which meets the key goals for the site. It demonstrates how the design and form of development will respond sensitively to the characteristics of the site and the wider area. It is intended that these ideas will evolve further in consultation with the local community and key stakeholders at the appropriate time.

SITE CONSIDERATIONS AND OPPORTUNITIES

6.4 The development vision derives from a careful analysis of the site's characteristics, its context and the opportunities and considerations which arise and have been outlined earlier in this Statement.

- 6.5 The site has no existing, formal access however it would be possible to create this off either Birch Brook Road or Mill Lane.
- 6.6 An existing public right of way (“Lymm 36”) runs through the site from the south eastern boundary to the western boundary. The National Cycle Route 62, which connects Fleetwood in Lancashire to Selby in North Yorkshire, also runs along the southern boundary of the site and forms part of the Trans Pennine Trail. The Trans Pennine Trail is a recreational and transport route for walkers, cyclists and horse riders. There is an opportunity to extend the existing pedestrian and cycle network to the site.
- 6.7 Birch Brook Road to the north and the rear of properties along Mill Lane to the east have the potential to become a clearly defined defensible Green Belt boundary between Rushgreen and the wider countryside whilst also including the site as part of the residential area of Rushgreen.
- 6.8 A robust site analysis has been carried out to determine the principle considerations and opportunities that will underpin the development vision. The key considerations and opportunities presented by the site include:
- The need to complement the character of the surrounding area through appropriate development densities, street scenes and housing types;
 - Safeguarding the existing landscape structure and connecting the established vegetation with new on site green corridors with multifunctional use;
 - The need to provide an attractive infill to the residential area of Rushgreen and an appropriate Green Belt boundary to the wider area;
 - Enhance the connectivity between the site and its surroundings in order to promote sustainable local movement networks for both pedestrians and cyclists; and
 - Furthermore, the need to retain the public right of way and enhance links to the national cycle routes to the south of the site.
- 6.9 There is the potential to develop a high quality, characterful residential scheme with a coherent landscape structure which conserves the natural assets as well as creating a framework for recreation and extending the existing pedestrian and cycle network.
- 6.10 This masterplan illustrates how the site could be developed to ensure that the objectives illustrated by the key concepts can be met. This is provided at **Appendix 4**.
- 6.11 A high quality residential scheme is proposed which could deliver the following key features:

- Public Open Space and enhanced landscaping within the site;
- Retention of the existing public right of way and integration of it into the development;
- Delivery of 110 market housing and affordable housing;
- New pedestrian/cycle links to connect the proposed green spaces with the wider footpath network;
- Flood attenuation and restriction of development to Flood Zone 2 areas (which would be mitigated to achieve Flood Zone 1 status) only;
- Retention of pond in the south western corner of the site;
- Possible connection to the Mersey path to the south of the site; and
- Retention of views into and out of the site.

6.12 The masterplan demonstrates that the site is capable of delivering a high quality scheme which will complement its setting and deliver a range of attractive benefits.

7 PROPOSED ALTERATION TO THE GREEN BELT

- 7.1 This Development Statement has highlighted that there is a large deficiency of housing land supply in the Borough of Warrington. Although the Local Plan Review Scoping and Contents documents suggests that WBC will need to release sufficient Green Belt land for 5,000 homes, this Development Statement has shown that WBC will need to release enough Green Belt land for more than 7,406 homes.
- 7.2 The site at Birch Brook Road presents a highly sustainable solution the Borough's housing needs in line with Government guidance and the NPPF. The site will perform a positive economic, social and environmental role in accordance with the overarching pillars of sustainable development, and could deliver the type, quality and quantity of new homes that will support the growth Warrington over this Plan Period. The site has no ownership, covenant or lease constraints and is wholly available, suitable and deliverable in accordance with the requirements of the NPPF.
- 7.3 In terms of the purposes of the Green Belt, it has been demonstrated that the site represents a logical and appropriate option for Green Belt release to meet the future housing needs of the Borough. When tested against Paragraph 80 of the NPPF and the five purposes of including land in the Green Belt, the site
1. Will not result in unrestricted sprawl of large built-up areas;
 2. Will not cause the merger of neighbouring towns;
 3. Will not create unacceptable encroachment into the countryside;
 4. Will not impact on the special character of historic towns; and
 5. Will not discourage urban regeneration.
- 7.4 As such, this Development Statement proposes the removal of the site at Birch Brook Road from the Green Belt. The boundaries of the site to be removed is illustrated in **Appendix 5**.

8 SUMMARY

- 8.1 This Development Statement has demonstrated that the Council has not identified enough additional units to be released from the Green Belt in order to meet their annual housing need of 984 dwellings. Furthermore, the Council are not able to demonstrate a five year supply of housing land and currently can only demonstrate around a 2.7 year supply. It is therefore apparent that the Council need to identify more housing to be released from the Green Belt than the 5,000 dwellings stated in order to meet housing need over the Plan Period and to produce a plan that is flexible in accordance with the NPPF. This figure is actually closer to 7,500 dwellings which reinforces the need of the Council to release sites from the Green Belt.
- 8.2 Furthermore, paragraph 83 of the NPPF states that once the general extent of a Green Belt has been approved, it should only be altered in 'exceptional circumstances' through the plan making process. It has been demonstrated that the exceptional circumstances which support the alteration to the Green Belt in Warrington include the housing requirement, insufficient land and affordable housing.
- 8.3 As such, the site at Birch Brook Road presents an exceptional opportunity to contribute towards meeting the future housing needs in Warrington Borough. This Development Statement demonstrates the case for allocating the site for housing development during the Plan Period and sets out the exceptional circumstances that support an alteration to the Warrington Green Belt. The development of the site could deliver 110 new homes of the type, quantity and quality of open market and affordable housing that will contribute to meeting the future growth needs of the Borough, without undermining the core purposes of the Green Belt.
- 8.4 In summary, this Development Statement has illustrated that the site at Birch Brook Road would:
- Positively contribute to the increase in identified need for new housing in the Borough over the life of the Plan Period, based on the Council's Local Plan Review Evidence Base and any subsequent uplift in this figure to account for affordability issues;
 - Create a range and mix of housing types that will make a positive contribution to the Borough's housing requirements by providing a mix of types and tenures of dwellings, including new affordable homes;
 - Be available, suitable, achievable and viable for housing development in accordance with national planning policy;
 - Generate growth and provide significant benefits to the local economy including the creation of new jobs, construction spend and investment generated by new residents;

- Deliver an overall development vision for the site that provides a well-designed and sympathetic development in a sustainable location on the edge of Rushgreen in Lymm; and
- Sensitively integrate with its surrounding landscape features, delivering a strengthened Green Belt boundary to the north and east of the site.

8.5 The site at Birch Brook Road can support the Council in planning for its future development needs and achieving long term sustainable development. The site is appropriate for Green Belt release and allocation as a residential development site; as one that is self-contained, has physical and defensible boundaries and will not impact on the core purposes of the Green Belt. The site forms a logical extension to the residential area and can demonstrate the exceptional circumstances that exist to justify an alteration to the Green Belt in the Borough. We have undertaken our own assessment of the site's contribution to the Green Belt and can conclude that it makes a weak contribution as it:

1. Will not result in unrestricted sprawl of large built-up areas – weak contribution;
2. Will not cause the merger of neighbouring towns – no contribution;
3. Will not create unacceptable encroachment into the countryside – weak contribution;
4. Will not impact on the special character of historic towns – no contribution; and
5. Will not discourage urban regeneration – weak contribution.

8.6 It is clear the Council need further Green Belt release to accommodate its housing needs as it is not possible to locate all of its housing in the existing urban areas and greenfield sites outside of the Green Belt. At least 7,500 additional units needs to be located within the Green Belt to produce a plan that is flexible in accordance with the NPPF. This Development Statement establishes and reinforces the need to release sites from the Green Belt. To conclude, the site at Birch Brook Road can deliver housing within the next 5 years and should be released now.

8.7 Bellway Homes is committed to working collaboratively with the Council and Key Stakeholders to ensure that the Borough's housing need is met in a sensitive and sustainable manner; and seeks support for an alteration to Warrington's Green Belt and the allocation of the site for high quality and new housing.

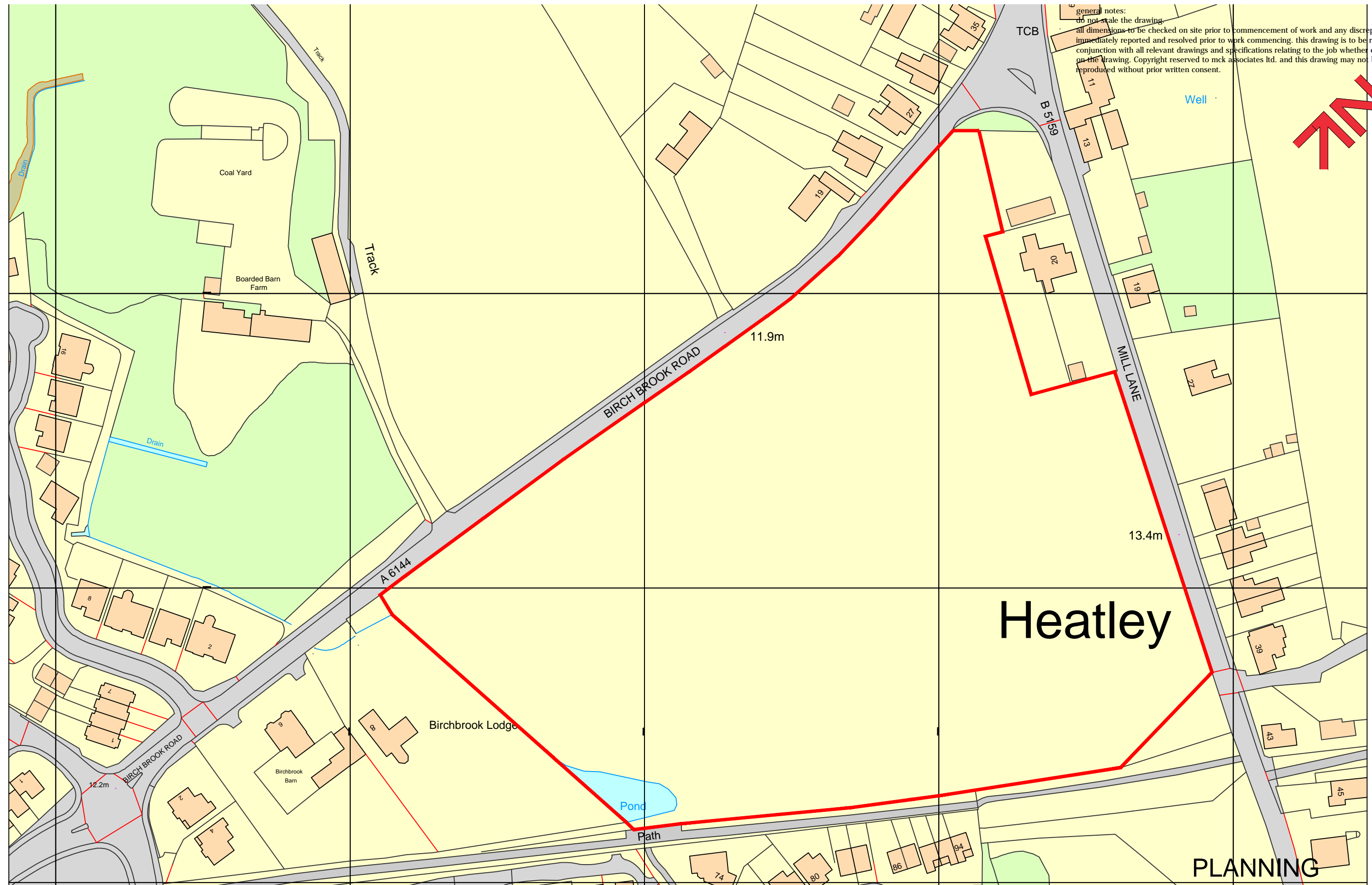
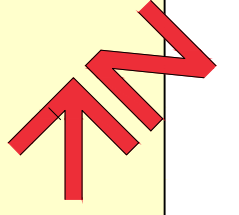
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APPENDIX 1: SITE LOCATION PLAN

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Dwg. Name & Location: Z:\job\16-206 Bellway Homes MC - Birch Brook Road, Lymm\Drawings\os plan\16-206-bellway-homes-mc-detailed-12-month-licence.dwg.

Client: Bellway Homes MC		Project: Birch Brook Road, Lymm		Drawing Title: Location Plan		Job No: 16-206		Drawing No:		Rev:	
						Drawn: AM		Checked:		Scale: 1:1250	
										Date: December 2016	

mck associates limited
 architecture | building surveying | urban design
 burnaby villa > 48 watling street road > fulwood > preston > pr2 8bp
 tel: 01772 774510 fax: 01772 774511 email: mck@mckassociates.co.uk

APPENDIX 2: TRANSPORT TECHNICAL NOTE

**PROPOSED RESIDENTIAL DEVELOPMENT, MILL LANE, LYMM (1678)
TRANSPORT ISSUES NOTE – NOVEMBER 2016**

Location and Accessibility

The site is located around 2 kilometres east of Lymm village centre. The site is bordered to the north by the A6144 Birch Brook Road, to the east by Mill Lane, to the south by the Transpennine Way and to the west by existing residential development.

As we will demonstrate later in this note, the site is located in a highly accessible location with regular and frequent bus services running immediately adjacent to the site. There is also strong potential to connect to nearby existing established footway and cycle networks.

This note will demonstrate that the site occupies a very sustainable location in Lymm with access to local facilities, and should therefore be allocated for residential development in the emerging Local Plan.

Education

Oughtrington Primary School is located around 1,250 metres, just over a 15 minute walk, from the site off Howard Avenue. Access to the school can be achieved directly utilising the existing footways along Birch Brook Road and Howard Avenue.

Footways exist along both sides of Mill Lane and the northern side of Birch Brook Road, to the north and east of the site, as does the Transpennine Way, which runs immediately to the south of the site.

The nearest secondary school to the site is Lymm High School, which is located around 1.5 kilometres from the site. This involves less than a 20 minute walk along Birch Brook Road, Sandy Lane and Oughtrington Lane.

Healthcare

The nearest medical facilities are located around 2 kilometres from the site at the Brookfield Surgery on Brookfield Road located to the west of the site. This can be reached by using existing footways along Birch Brook Road, Rush Green Road and Dane Bank Road. Several dentist surgeries are located closer to the site, the closest being Jill Cooper Dental Surgery on Rush Green Road around 800 metres west of the site.

Altrincham and Warrington Hospitals are both within a short bus journey of the site using either the service number 5 or the 38 both of which pass the site on Rush Green Road and bus stops are located immediately adjacent to the site on both sides of the road. These services provide access to up to 3 buses per hour.

Employment

Although major employment opportunities may be limited within the vicinity of the site, with the exception of some small businesses, there are a number of employment opportunities close by. For example, there are a number of small employment areas such as the Elastomer industrial premises west of the site on Rush Green Road, at Heatley Mere, and a series of small units to the south of the site on Mill Lane. There are also many small employers within the centre of the village all within a short walk of the site.

Major employment areas exist within a short bus journey of the site in Altrincham and Warrington.

Retail

There are local retail facilities within the vicinity of the site. The closest are the numerous retail and commercial units at Heatley Mere which includes a Co-op convenience store located on Rush Green Road around a 5 minute walk west of the site. A medium sized Sainsbury's food store is situated around 15 minute's walk to the west of the site on Rush Green Road.

In addition, the centre of the village is located within less than a 25 minute walk of the site.

A range of local amenities are located within the centre of Lymm such as the following:

- Sainsbury's convenience store.
- Post Office.
- Bakery.
- Butchers.
- Two pharmacies.
- Lloyd's Bank.
- Library.
- Various restaurants.
- Various hairdressers/barbers.
- Various public houses.
- Various community buildings.

Sports and Recreation

The area has a number of locations for sport and recreation. Lymm Leisure Centre is located on the same site as Lymm High School around 1.5 kilometres from the site and includes a gym and a swimming baths.

Lymm Oughtrington Park Cricket Club is located adjacent to Lymm High School and playing fields are located closer to the site on Sandy Lane within around a 10 minute walk of the site.

Sustainability Summary

This section clearly demonstrates that the site is within a reasonable walking distance of a range of day-to-day amenities.

There is the scope for a range of improvements to sustainable transport connectivity. These could be in the form of potential improvements to footway and cycleway facilities in the area that could be promoted as part of the site. These could include connections to Mill Lane and the Transpennine Way, which runs immediately to the east and south of the site.

Vehicular Access

Vehicular access to the site can be achieved along both the Mill Lane and Birch Brook Road frontages. However, it has been assumed at this stage that the vehicular access will be from the Mill Lane frontage.

At this stage the site is likely to be able to accommodate around 110 residential dwellings. As such, it is likely that only one formal vehicular access point would be required to serve the development safely and sufficiently.

The main vehicular access located on Mill Lane can accommodate a formal priority junction arrangement with standard geometric parameters for residential developments with a 5.5 metres wide carriageway, footway on both sides of 2 metres wide and 6 metre radii.

Sufficient visibility can be achieved in both directions of at least 2.4 metres by 43 metres which ensures it complies with the guidance in Manual for Streets and Manual for Streets 2. All of this geometry can be accommodated within either the site boundary or within the current limits of adopted highway.

This junction has been shown on Drawing Number 1678-F01 and demonstrates that the proposed vehicular access can be adequately accommodated.

In terms of off site impact the proposals are likely to generate in the region of 60 to 70 vehicular trips in the two busiest hours of the day which are likely to be between 0800 and 0900 hours and 1700 to 1800 hours. There are numerous routes for traffic to be dispersed onto the local highway network.

Vehicles travelling towards Sale and Altrincham will do so to/from the east and utilise either Birch Brook Road and/or Sandy Lane/Mill Lane to the east of the site. Those vehicles travelling towards Warrington or the M6/M56 are likely to travel through the village centre and will be travelling to/from the site to the west.

There are no particular capacity constraints to the local highway network which would provide an issue for this additional traffic generation although this would need to be demonstrated in detail within a Transport Assessment that would accompany any formal detailed application for this site.

Transportation

The nearest bus stops to the site are located along Birch Brook Road, with the closest bus stops being located immediately adjacent to the north-western corner of the site on Birch Brook Road frontage of the site.

Table 1, below, summarises the bus services that operate in the immediate vicinity of the site together with their frequencies per hour.

Service	Route	Daytime	Evening	Sat	Sun
5	Altrincham-Lymm-Warrington	2	2	2	1
38	Altrincham-Lymm-Warrington	1	1	1	0

Table 1 – Summary of Bus Services Operating Past The Site

The table demonstrates that up to 3 buses per hour travel past to the site during weekdays and Saturdays. These provide direct access to a number of destinations between Altrincham and Warrington. Services to Altrincham provide access to further local and regional services as well as Greater Manchester's Metrolink network to improve the accessibility of the site.

The services also provide access into Warrington town centre where two rail stations are located including Bank Quay station on the West Coast main line and provides services to London, Preston and Glasgow.

Services to Warrington town centre start before 7.30am and have a journey of around 50 minutes. The final service back to Lymm from Warrington is after 11pm. To Altrincham services start before 6.30am and take around 25 minutes. The last service back from Altrincham is also after 11pm.

Many villages in between these two major towns are also accessible by bus such as Warburton, Thelwall, Stockton Heath, High Legh and Grappenhall.

These services would provide the opportunity to access numerous destinations in and around the site. As such, the site can be seen as highly accessible by public transport.

Conclusions

In summary, this note clearly demonstrates that the Mill Lane site in Lymm is very well located for new residential development. The site is in close proximity to a good range of shops, employment opportunities, education provision and other facilities and services. The site is highly accessible by public transport with bus services that pass the site that connect to Warrington and Altrincham.

The site can be satisfactorily accessed and will generate a modest number of additional vehicular trips onto the local highway network.

APPENDIX 3: LANDSCAPE AND VISUAL APPRAISAL SUMMARY



Bellway Homes Ltd

Land off Birch Brook Road, Lymm

LANDSCAPE AND VISUAL APPRAISAL

05 Dec 2016

FPCR Environment and Design Ltd

Registered Office: Lockington Hall, Lockington, Derby DE74 2RH

Company No. 07128076. [T] 01509 672772 [F] 01509 674565 [E] mail@fpcr.co.uk [W] www.fpcr.co.uk

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Rev	Issue Status	Prepared / Date	Approved/Date
-	DRAFT	DH / 05 Dec 2016	DH / 05 Dec 2016
A	DRAFT	DH / 05 Dec 2016	DH / 05 Dec 2016

1.0 SUMMARY AND CONCLUSIONS

- 1.1 The site is situated on the eastern edge of Lymm, in the borough of Warrington, Cheshire. It occupies a single arable field, partially bounded by hedgerows. Birch Brook Road lies immediately north, with Mill Lane immediately east. Existing dwellings are located just beyond all four Site boundaries. The Site and its immediate context are not subject to any conservation or landscape designations, but it does form part of the Green Belt.
- 1.2 The Green Belt has been subject to a review, which has concluded that Parcel LY13 (within which the Site is located) makes a moderate contribution to the Green Belt.
- 1.3 Opportunities for views of the Site are limited by the combined screening effects of trees, hedgerows and nearby built development. As such, the number of potential visual receptors is limited. These are restricted to residents of adjacent dwellings, users of the footpath crossing the Site, users of the adjacent long distance footpath, and localised road users.
- 1.4 According to the Warrington Landscape Character Assessment, the Site lies within the Landscape Character Type 'River Floodplain', and within the sub-area 'River Mersey & Bollin'. The description of the landscape character area lists a number of key characteristics, none of which can be directly attributed to the Site. One of the key characteristics is of relevance to the immediate context – this being the presence of the Mersey Way recreational footpath (part of the Trans Pennine Way), which is located immediately south of the Site. This appraisal considers that the landscape sensitivity of the Site and its immediate context is medium.

Summary of Landscape Effects

- 1.5 The overall landscape effect of the proposals has been assessed as negligible upon the large-scale National Character Area 'Mersey Valley', within which the Site sits.
- 1.6 According to the Warrington Landscape Character Assessment (2007), the Site lies within the Landscape Character Type 'River Floodplain', and lies across area 5A 'River Mersey & Bollin'.
- 1.7 The landscape character of the Site shares little in common with the 'River Mersey & Bollin' area, according to the description included in the borough-level description.
- 1.8 The proposed development will not impact upon any of the landscape elements which are characteristic of the 'River Mersey & Bollin' area. However, the proposed development will result in built development in the flood plain, which is listed by the borough-wide assessment as a key element of landscape sensitivity.
- 1.9 There will be a low magnitude of change to the borough level landscape character area 'River Mersey & Bollin', and a long-term minor adverse effect. During construction, adverse effects on landscape character will occur due to construction of roads, buildings and attenuation features. This level of effect is judged to be no worse than the effect upon completion.
- 1.10 On completion, the effect of the proposed development upon the landscape character of the Site and its immediate context will be moderate adverse, as an open arable field will be replaced by dwellings and public open space, however the established framework of surrounding hedgerows and some hedgerow trees will be retained and reinforced where feasible, limiting the extent of the effects.

- 1.11 10 years after planting, there will be some landscape benefits as a result of proposed planting, open space, and drainage features. This will help reduce the overall effect of the proposed development on the landscape character of the receiving landscape.

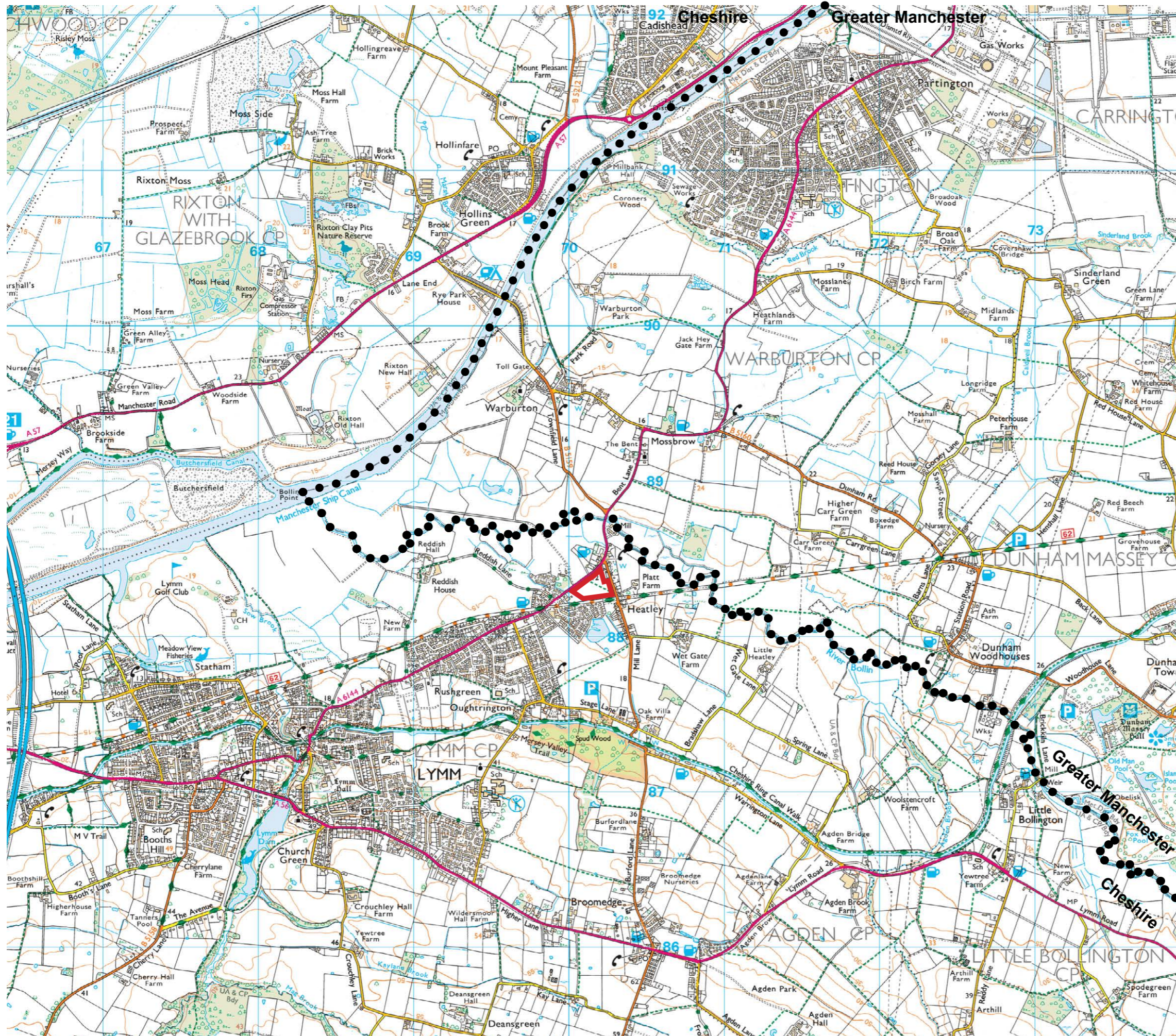
Summary of Visual Effects

- 1.12 During construction, adverse effects on visual amenity will occur due to construction of roads, houses and attenuation features. This level of effect is judged to be no worse than the effect upon completion.
- 1.13 The visual envelope of the Site (i.e. areas from which a view of the Site can be experienced) is limited to the immediate context. Buildings and vegetation set just beyond the Site screen the Site from receptors beyond. As such, the number of potential receptors that can experience views of the Site is very limited.
- 1.14 Only residents of dwellings immediately adjacent to the Site (on Birch Brook Road, Mill Lane, Farcroft Way and Chaise Meadow) would experience noticeable change to views. Residents on Birch Brook Road and Mill Lane facing onto the Site would experience a moderate-major adverse effect on visual amenity, as views across an open field would be replaced by views of built development. The residents of Birchbrook Lodge would experience a moderate adverse effect on visual amenity, as the built development would be separated from this dwelling by proposed open space. Residents on Farcroft Way with primary views towards the Site would experience a moderate adverse effect when intervening trees have lost their leaves, but only a minor adverse effect when trees are in leaf, as views to the Site would be significantly filtered.
- 1.15 Users of the Public Right of Way which crosses the Site will experience a notable change to the view, as the immediate open field (that currently dominates the view) would be replaced by built development. Initial effects on visual amenity of footpath users is judged to be moderate-major adverse, however the small number of footpath users, and the small length of footpath should be taken into account when considering the significance of this impact.
- 1.16 Road users of Birch Brook Road, and Mill Lane would experience change to views looking towards the Site, however these would be in the periphery of the view. Initial effects on visual amenity are predicted to be moderate adverse at worst, however the transient nature of these views, and limited stretch of road adjoining the Site should be taken into account when considering the significance of this impact.
- 1.17 10 years after completion, effects on the visual amenity of some receptors will reduce slightly, as a result of proposed planting and reinforcement hedge planting, helping the built development assimilate more readily with its surroundings, and filtering views from nearby receptors.

Conclusions

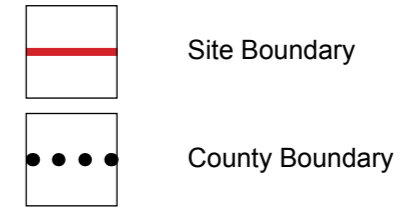
- 1.18 The proposal will create a sustainable residential development for up to 110 dwellings, and open space. The indicative Framework Plan sets out how a future development could look. Best practice guidance has been followed to show how a responsive and sustainable proposal could be delivered.
- 1.19 The emerging masterplan has sought to retain boundary hedgerows and hedgerow trees, and reinforce this as necessary. A significant area of open space is also proposed.

- 1.20 The site itself currently comprises a single arable field, generally of unremarkable character, and heavily influenced by the adjacent urban area. The key landscape features the hedges and hedgerow trees. The indicative Framework Plan shows how existing trees and hedgerows could be retained and integrated into the layout.
- 1.21 Although the site is a visually 'pleasant' landscape, containing some features of landscape interest, the landscape of the site and its immediate context is not a valued or important landscape. The existing established vegetation, and surrounding dwellings almost totally enclose the Site, thus limiting the landscape and visual impact to the immediate context of the Site.
- 1.22 Although designated as Green Belt, the Site does not readily lend itself to performing this function, as it comprises a small field parcel that is already surrounded by built development on all four sides.
- 1.23 This is a both a suitable and logical location for settlement expansion, and has the potential to deliver a sensitively designed development, that helps meet the increasing demand for houses.



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Bellway Homes Ltd

project
Land off Birch Brook Road,
Lymm

drawing title
SITE LOCATION

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MDP

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rev

Figure 1



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project
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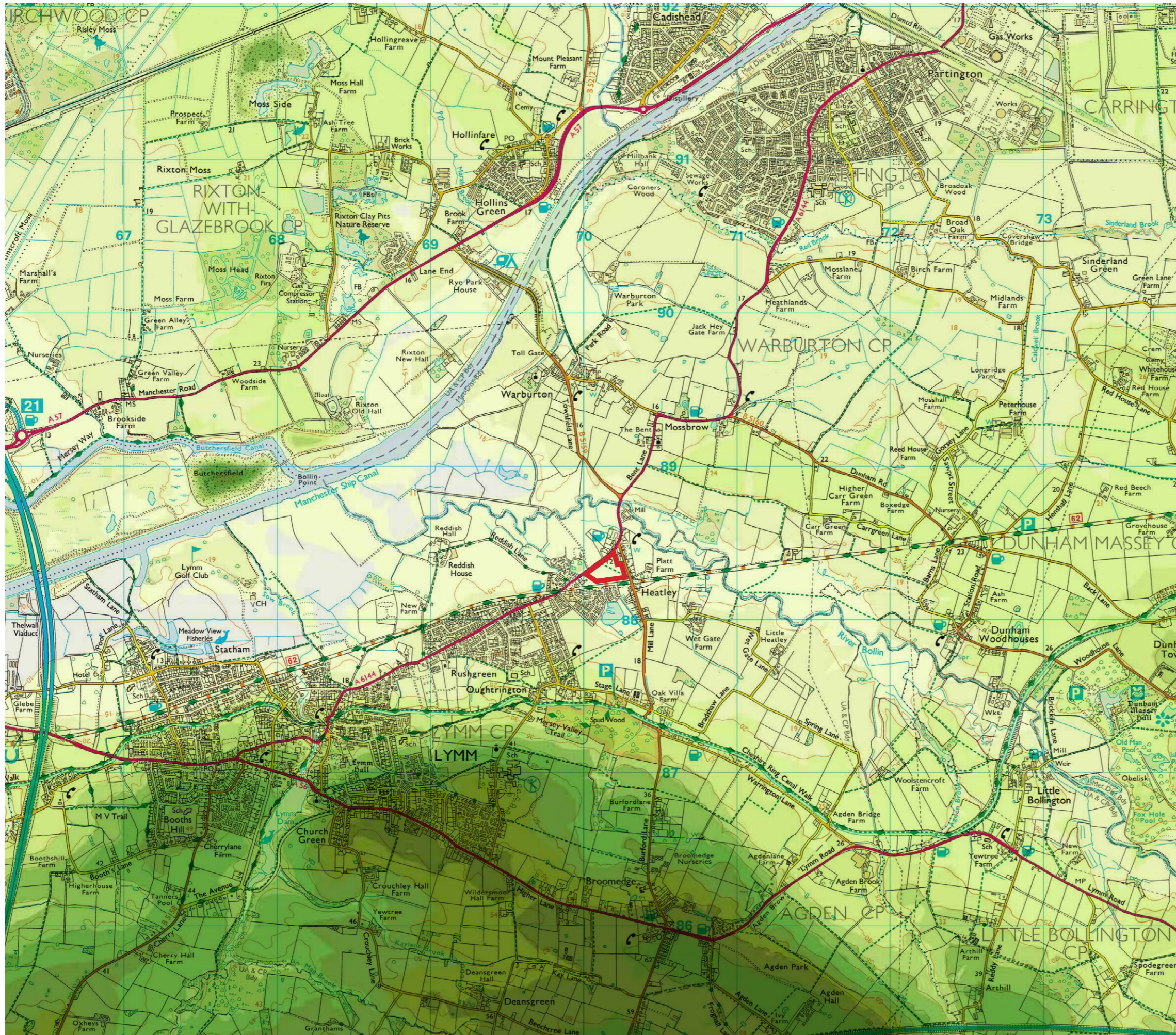
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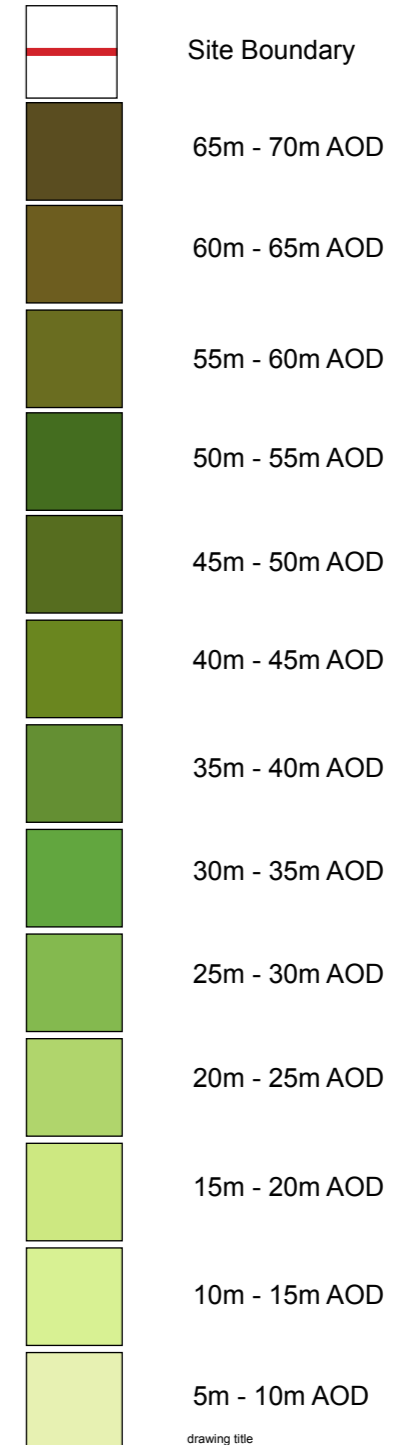
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Figure 2



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project
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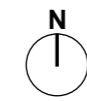
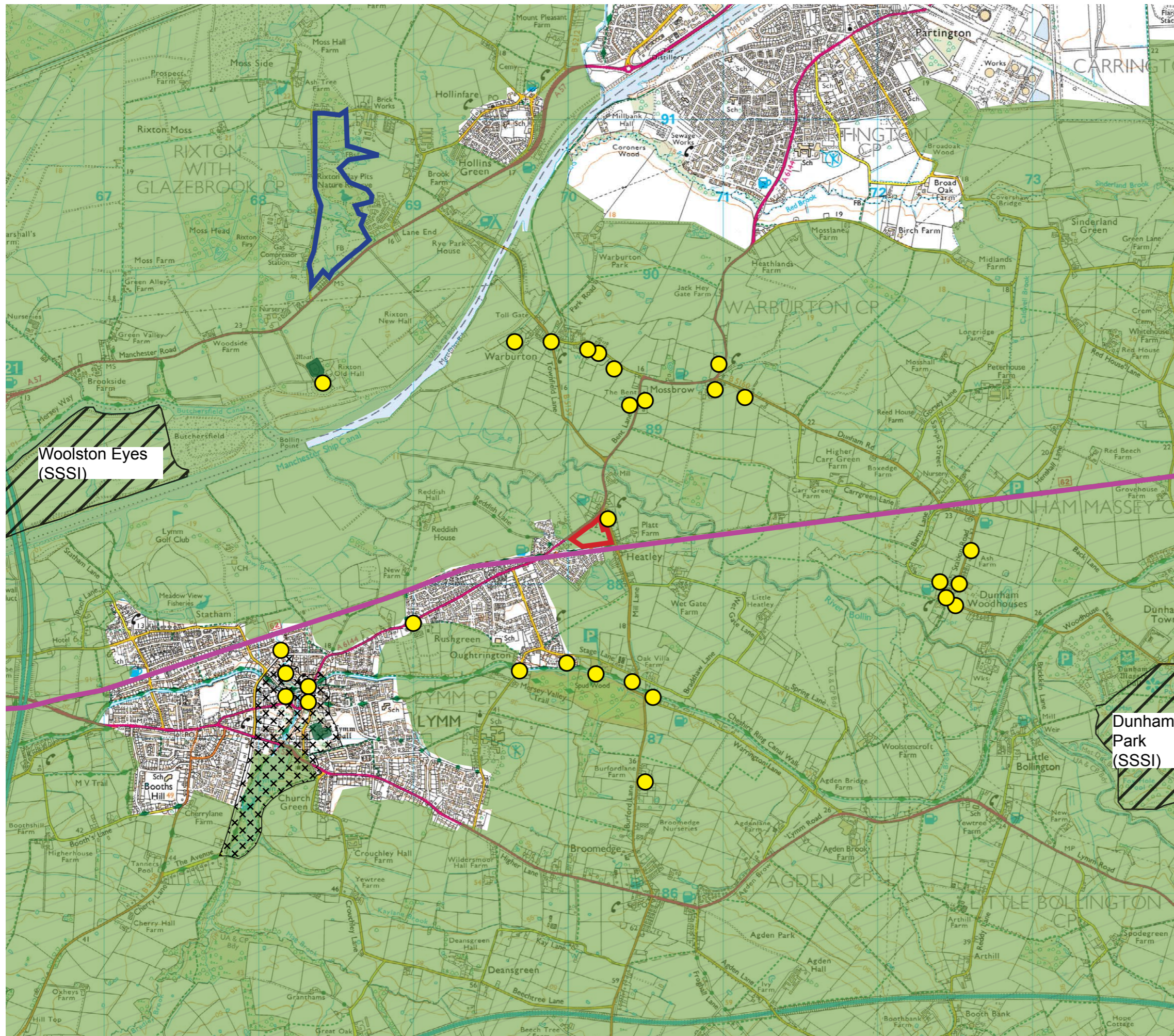










Figure 3



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-  Site Boundary
-  Green Belt
-  Site of Special Scientific Interest (SSSI)
-  Local Nature Reserve
-  National Cycle Route 62: Trans Pennine Trail
-  Conservation Area
-  Listed Buildings (within approximately 2 - 3km of the site). Note: Each point may represent multiple buildings
-  Scheduled Monument

client
Bellway Homes Ltd

project
Land off Birch Brook Road,
Lymm

drawing title
DESIGNATIONS

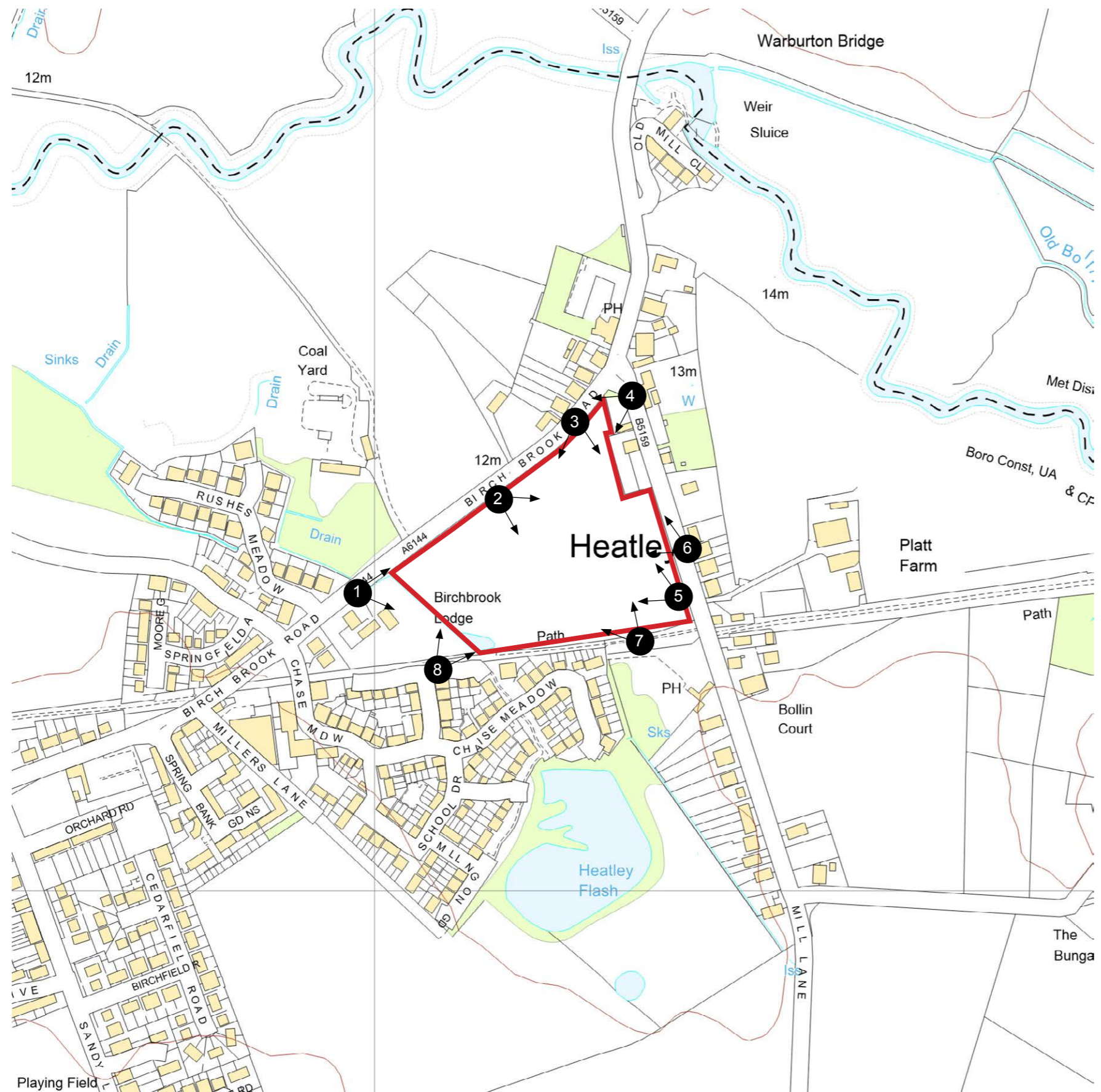
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
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Figure 4



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 Site Boundary
 Photo Viewpoint Locations (with reference)


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 Lymm
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 PHOTO VIEWPOINT LOCATIONS
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 MDP
 issue date
 24 NOV 2016
 drawing / figure number
Figure 5
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Approximate Site Extents

Birch Brook Road

Dwellings on Mill Lane

Dwellings on Chaise Meadow

Birchbrook Lodge



PHOTO VIEWPOINT 1: View east from Birch Brook Road

Dwellings on Mill Lane

Site

Dwellings on Chaise Meadow

Dwellings on Farcroft Close



PHOTO VIEWPOINT 2: View southeast from public footpath leading from Birch Brook Road



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Land off Birch Brook Road,
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PHOTO VIEWPOINTS 1 & 2

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Figure 6

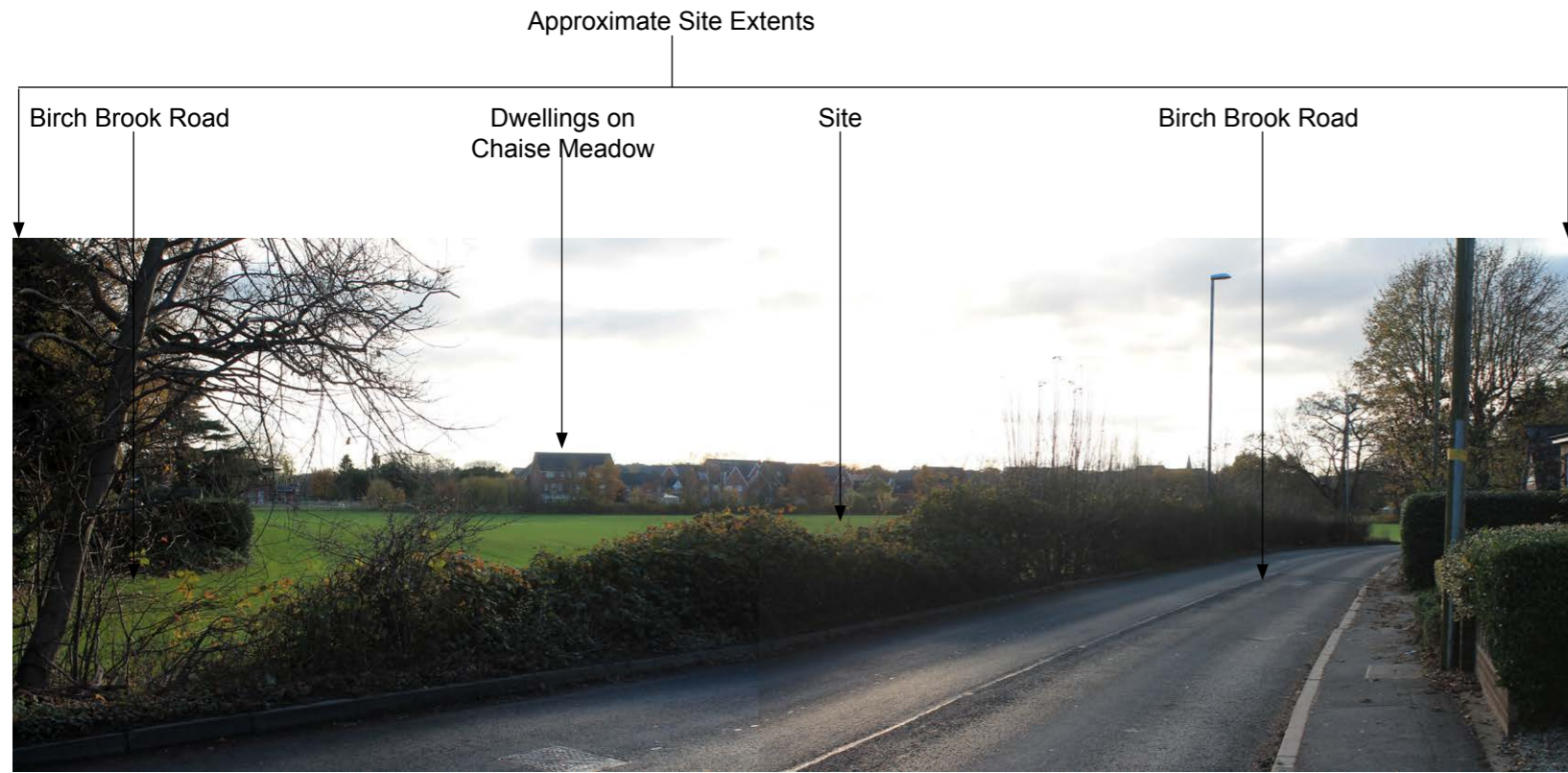


PHOTO VIEWPOINT 3: View south from Birch Brook Road



PHOTO VIEWPOINT 4: View southwest from Mill Lane, adjacent to The Manor House

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Dwellings on Chaise Meadow

Birch Brook Lodge

Dwellings on Birch Brook Road



PHOTO VIEWPOINT 5: View northwest from public footpath leading from Mill Lane

Approximate Site Extents

Dwellings on Chaise Meadow

Birch Brook Lodge

Site

Mill Lane



PHOTO VIEWPOINT 6: View southwest from Mill Lane

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Land off Birch Brook Road,
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fpcr PHOTO VIEWPOINTS 5 & 6

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Figure 8



PHOTO VIEWPOINT 7: View northwest from Trans Pennine Way



PHOTO VIEWPOINT 8: View northeast from Farcroft Close

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Lymm

fpcr PHOTO VIEWPOINTS 7 & 8

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Figure 9

APPENDIX 4: PROPOSED MASTERPLAN



- Key**
- Site boundary
 - Potential development area
 - Bus stop
 - ← Access
 - Careful consideration given to relationship between proposed development and existing settlement
 - ← Views In
 - ← Views out of site
 - Potential green space
 - Existing Trees and Hedges
 - Existing Pond
 - Existing Watercourse
 - Extent of Flood Zone 3
 - Existing public right of way
 - ✦ Potential pedestrian/cycle link
 - Proposed Footpath
 - Primary Movement Route
 - Secondary Movement Route
 - ✱ Local Shopping Centre

Example Residential Development



Visualisation 1

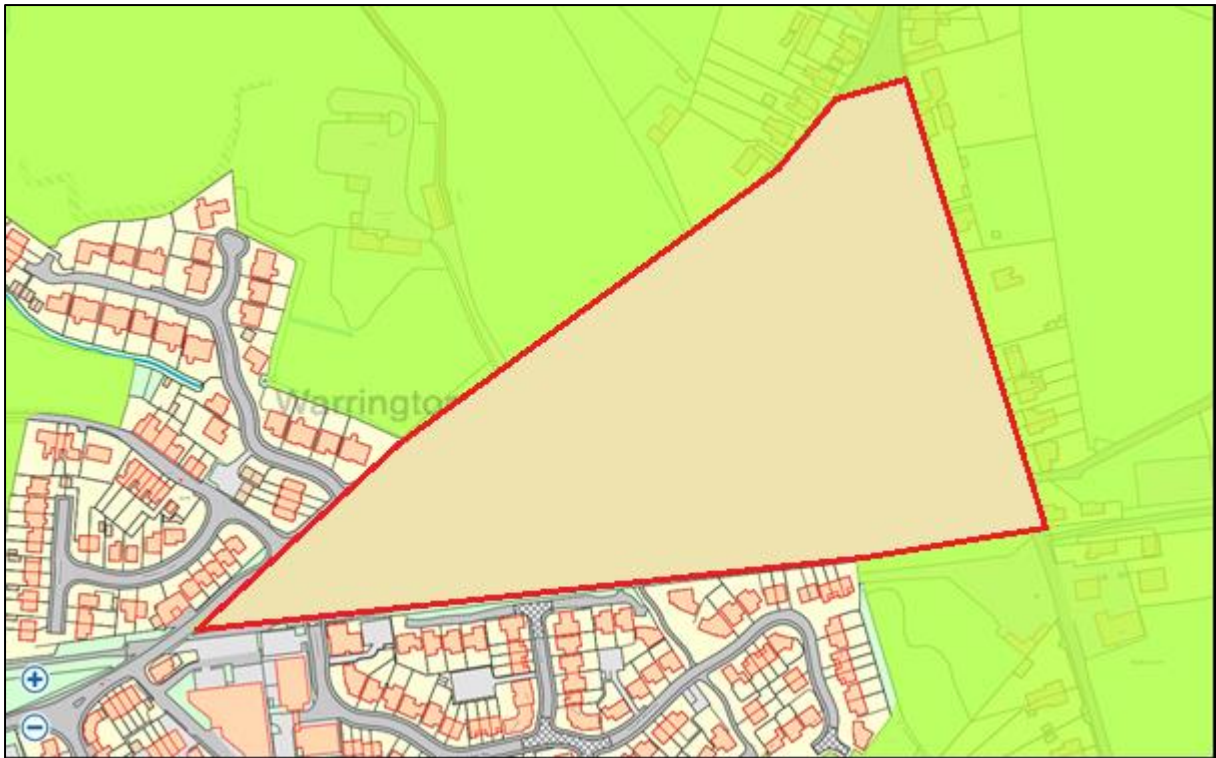


Visualisation 2



Visualisation 3

APPENDIX 5: PROPOSED ALTERATION TO THE GREEN BELT

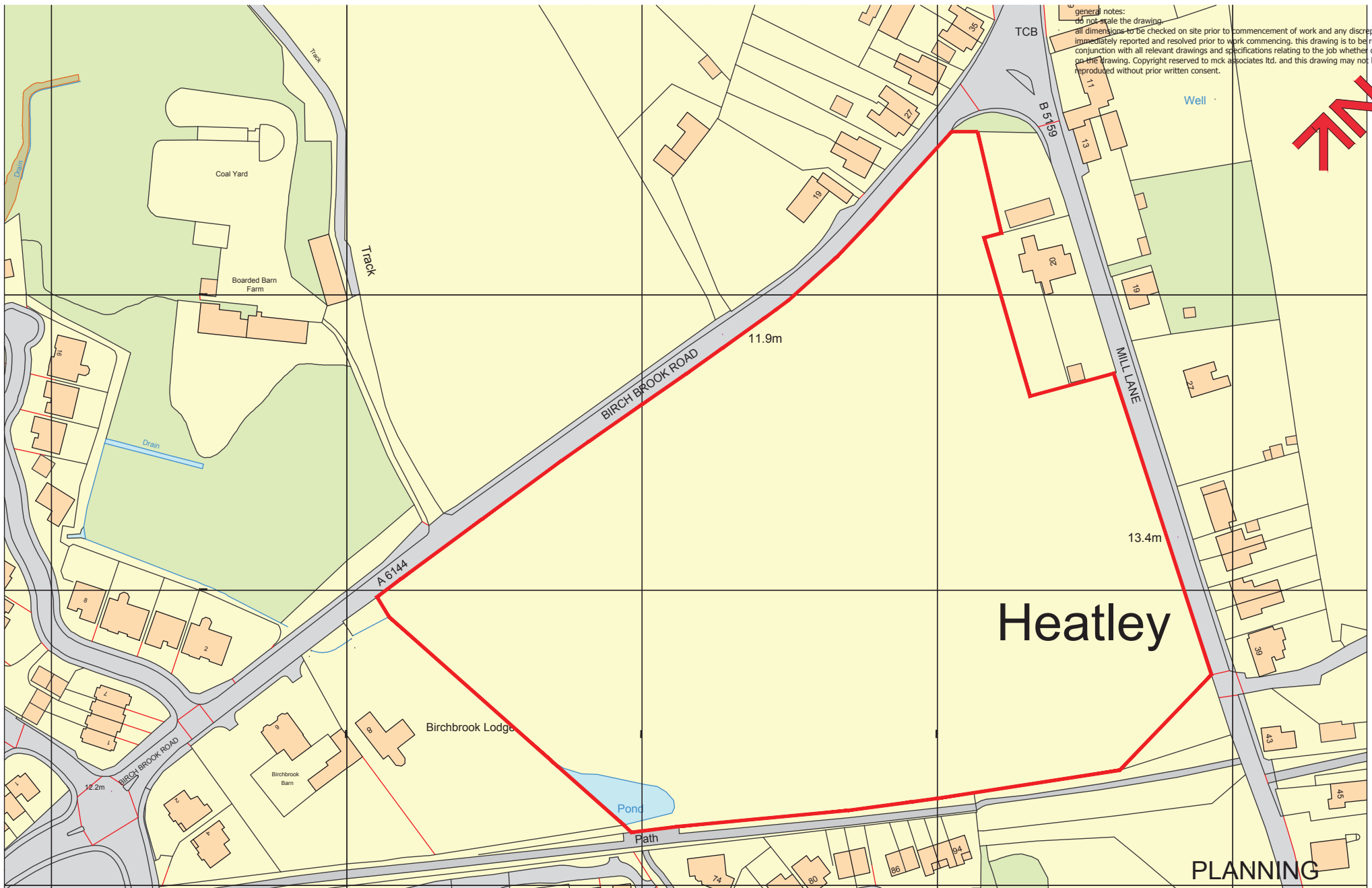
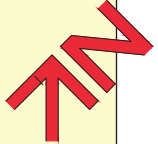


Proposed alteration to Warrington Green Belt boundary to remove the site at Birch Brook Road (denoted in brown) from the Green Belt and allocate for housing.


HOW Planning LLP

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Manchester M2 5GP
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Client: Bellway Homes MC		Project: Birch Brook Road, Lymm		Drawing Title: Location Plan		Job No: 16-206		Drawing No:		Rev:	
						Drawn: AM		Checked:		Date: December 2016	
						Scale: 1:1250				 architecture building surveying urban design burnaby villa • 48 watling street road • fulwood • preston • pr2 8bp tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk	

PLANNING

Date: 5th May 2017

Our Ref: MS/Jennings Lymm

Mr Michael Bell
Planning Policy & Programmes Manager
Economic Regeneration, Growth & Environment
Warrington Borough Council
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WA1 2NH

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Accs/Land/Tech Fax: 01925 846 718

Sent by email: ldf@warrington.gov.uk; mbell1@warrington.gov.uk

www.bellway.co.uk

Dear Michael,

Re: Land off Birch Brook Road, Rushgreen, Lymm, WA13 9SA (Title No: CH443951)

Further to the submission of Bellway's representations to the Council in connection with the above site on 5th December, I write to formally confirm that Bellway is no longer currently involved in the promotion of this site for future residential development.

I trust that you will update your records accordingly to reflect the cessation of Bellway's involvement in the above site's promotion through the emerging development plan.

Bellway Homes Manchester Division remains committed to using its strong track record of housing delivery towards promoting and seeking future residential development opportunities in those parts of the Borough situated to the east of the M6 Motorway.

Please get in touch if you have any queries or require any further information.

Yours sincerely

[Redacted Signature]

Mike Stone BA (Hons) MSc MRTPI
PLANNING MANAGER
Bellway Homes Ltd (Manchester Division)

Copied to:

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