



BETTER SOLUTIONS, INTELLIGENTLY ENGINEERED

ENVIRONMENT

Richborough Estates

Land at Hollins Green

Warrington

Flood Risk and Drainage Appraisal

Revision	Date of Issue	Status	Author:	Checked:	Approved:
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P03	17/06/19	S2	Rachel Meredith BSc (Hons)	Keith Alger BSc (Hons) MSc	Heather Griffiths BSc (Hons)
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1. INTRODUCTION

- 1.1 This Flood Risk and Drainage Appraisal (FRDA) has been prepared on behalf of Richborough Estates in respect of a site known as Land at Hollins Green, Warrington. The FRDA is intended to support the promotion of the site into the Warrington Borough Council Local Plan and as such the level of detail included is commensurate and subject to the nature of the proposals. Summary information is provided in **Table 1.1**.

Table 1.1: Site Summary

Site Name	Manchester Road, Rixton
Location	Warrington
NGR (approx.)	SJ691905
Application Site Area (ha)	4.27 (approximately)
Development Type	Residential (c. 100 dwellings)
Flood Zone Classification	Flood Zone 1
NPPF Vulnerability	More Vulnerable
Environment Agency Office	Greater Manchester, Merseyside and Cheshire
Lead Local Flood Authority	Warrington Borough Council
Local Planning Authority	Warrington Borough Council

Existing Site

- 1.2 The site is situated to the southeast of Hollins Green adjacent to the A57 (Manchester Road). The site is surrounded by existing residential development to the north and west, the A57 to the east and Brook Farm to the south. The Marsh Brook also traverses the land adjacent to the southern site boundary.
- 1.3 The existing site is in use as agricultural land and is therefore entirely permeable.

Proposed Development

- 1.4 The development proposals are for approximately 100 residential dwellings and an area of public open space to include surface water attenuation features. The primary access is proposed to be located on the eastern site boundary from Manchester Road.

Geology

- 1.5 The underlying geology is Bollin Mudstone Member – Mudstone. This is a Secondary B aquifer.
- 1.6 The superficial deposits recorded are Till and Glaciofluvial Sheet Deposits (Sand and Gravel). This is a Secondary (Undifferentiated) aquifer.
- 1.7 The land is thought to be naturally wet very acid sandy and loamy soils.

2. MANCHESTER ROAD, RIXTON

Flood/ Drainage Consideration	Comments	Risk Classification	Recommendations
Fluvial Flood Risk	Site is entirely FZ1 (low fluvial flood risk). Area of Flood Zone 2 and 3 located approximately 10m from the site eastern boundary. Topography is such that Manchester Road, adjacent to eastern site boundary, is shown to limit Flood Zone extents.		N/A
Pluvial (SW) Flood Risk	Areas of site at low-high surface water flood risks associated with localised topographic depressions.		Levels should be profiled such that any overland flows are directed away from built development toward positively drained areas. The two risk areas away from the Marsh Brook do not appear to be specific flow routes. The development proposals should ensure that either dwellings are not located in these topographical depressions or that the existing ground levels are reprofiled to remove these depressions and prevent pooling. The risk of surface water flooding will not prevent development. Appropriate management of surface water will prevent an increase in flood risk from pluvial sources.
Other Sources of Flood Risk	Manchester Ship Canal to the east of the site with hydraulic connectivity suggested to the Ordinary Watercourses along the southern site boundary. LIDAR data suggests site is raised above the Manchester Ship Canal with A57 as topographic barrier. United Utilities records (included as Appendix 1) demonstrate that no sewers are present within the site boundary. Sewers north of the site are		Further review of catchment size of Ordinary watercourse to understand potential flows.

	<p>directed away from the site by gravity. Therefore, low risk of sewer flooding.</p> <p>Low risk of groundwater flooding based on available sources outlining low permeability layers underlying site.</p>		
Surface Water Drainage Outfall	<p>LIDAR data suggests fall of site towards Marsh Brook, along southern boundary.</p> <p>Marsh Brook understood to be located within site boundary and therefore no third-party permissions will be required.</p> <p>If the Marsh Brook is not within the site boundary then a connection will need to be sought to the nearest United Utilities sewer. This is subject to capacity checks and third-party permissions.</p>		<p>Obtain clarification that the Marsh Brook is within site boundary and can be used to receive surface water flows.</p>
Surface Water Attenuation	<p>To be located along the southern edge of the development site due to site topography. Potential location shown in Figure 2.5. Current masterplan identifies Public Open Space in this area and includes an area of attenuation.</p>		<p>Obtain clarification that the Marsh Brook is within site boundary and can be used to receive surface water flows.</p> <p>Utilising the existing illustrative masterplan, an approximate attenuation area of 1500m² is recommended in the southern area of the site to accommodate up to the 1 in 100 year+40% event based upon runoff from the site being restricted to the greenfield rate. Further details are included as part of the indicative drainage drawing (ref: RXW-BWB-ZZ-XX-DR-CD-0001_Indicative Storage Estimate). Future planning applications for the site would need to include calculations based upon the masterplan as it evolves.</p> <p>Further details relating to the proposed surface water approach are to be confirmed as the proposed layout progresses and as part of a formal drainage strategy.</p>

Foul Drainage	Due the slope of the site away from the area served by an existing foul network, there is the possibility that a pumped solution will be required. Any foul pumping station will require a 15m cordon sanitaire from the wet well to habitable dwellings.		<p>A pumped solution will be required for foul flows from the proposed development to discharge to the nearest United Utilities network located to the north of the site</p> <p>United Utilities Pre-Development Enquiry response notes capacity for foul flows from the proposed development to the north of the site within Orchard Brow.</p>
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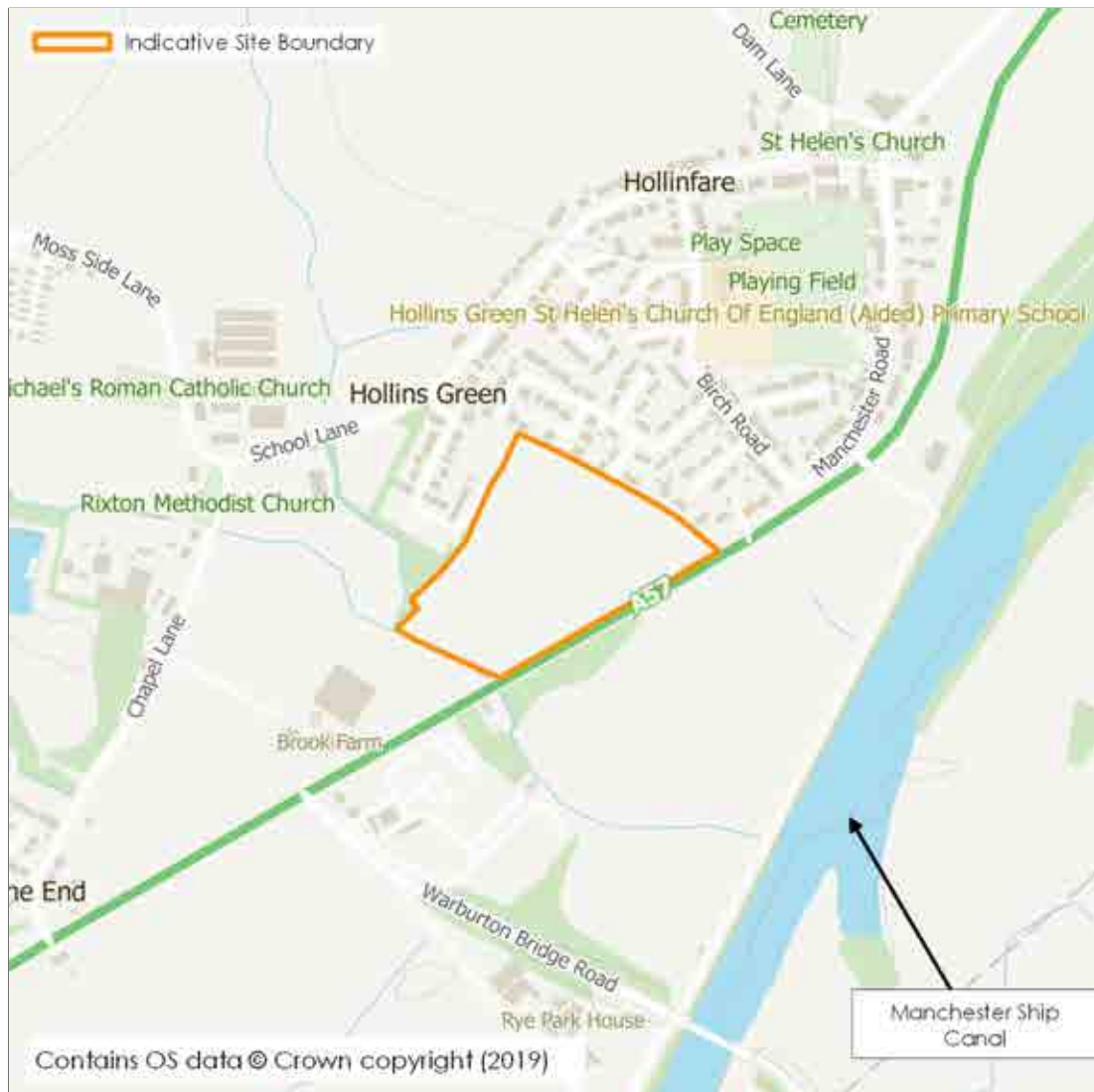


Figure 2.1: Site Location

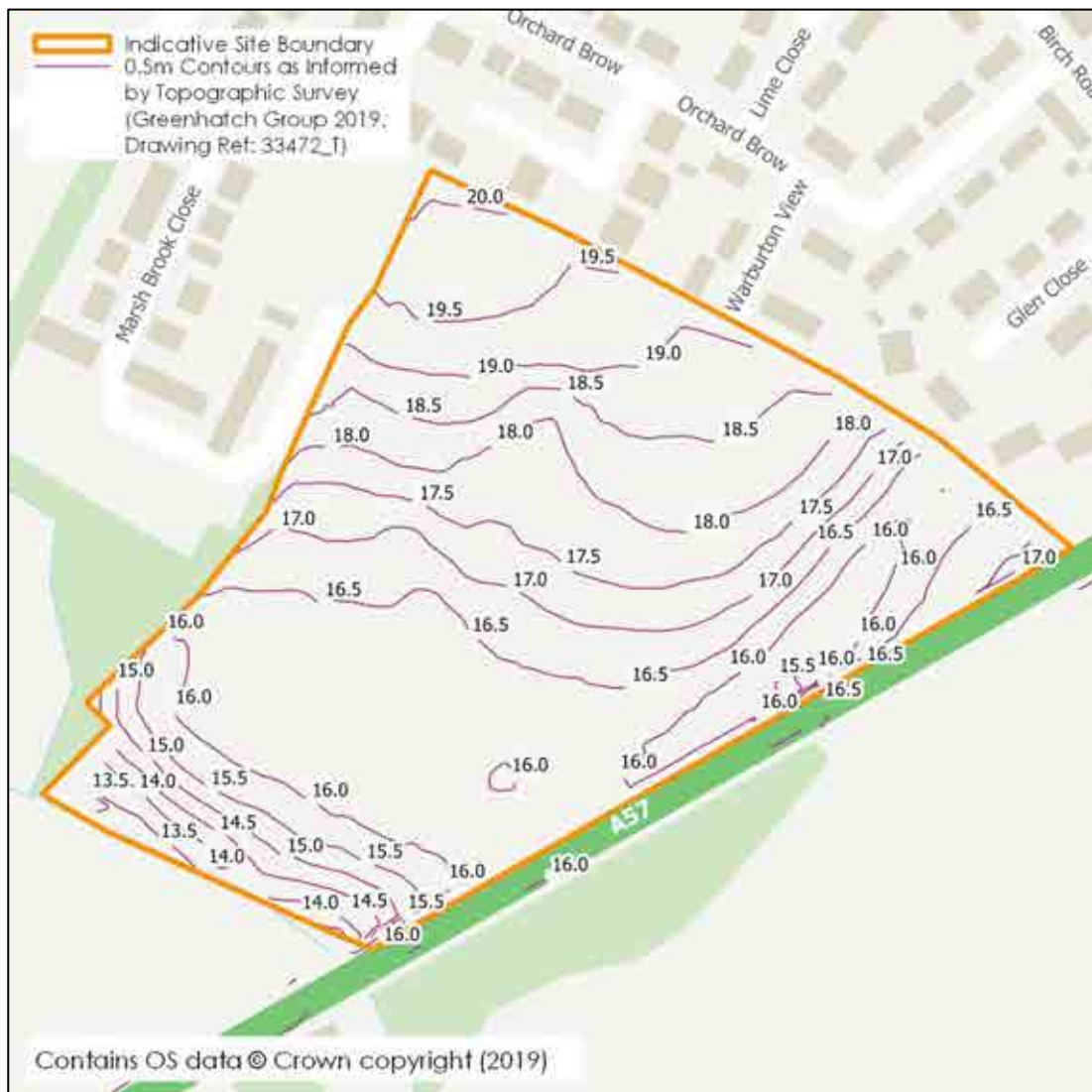


Figure 2.2: Site Levels as Informed by 2019 Topographic Survey

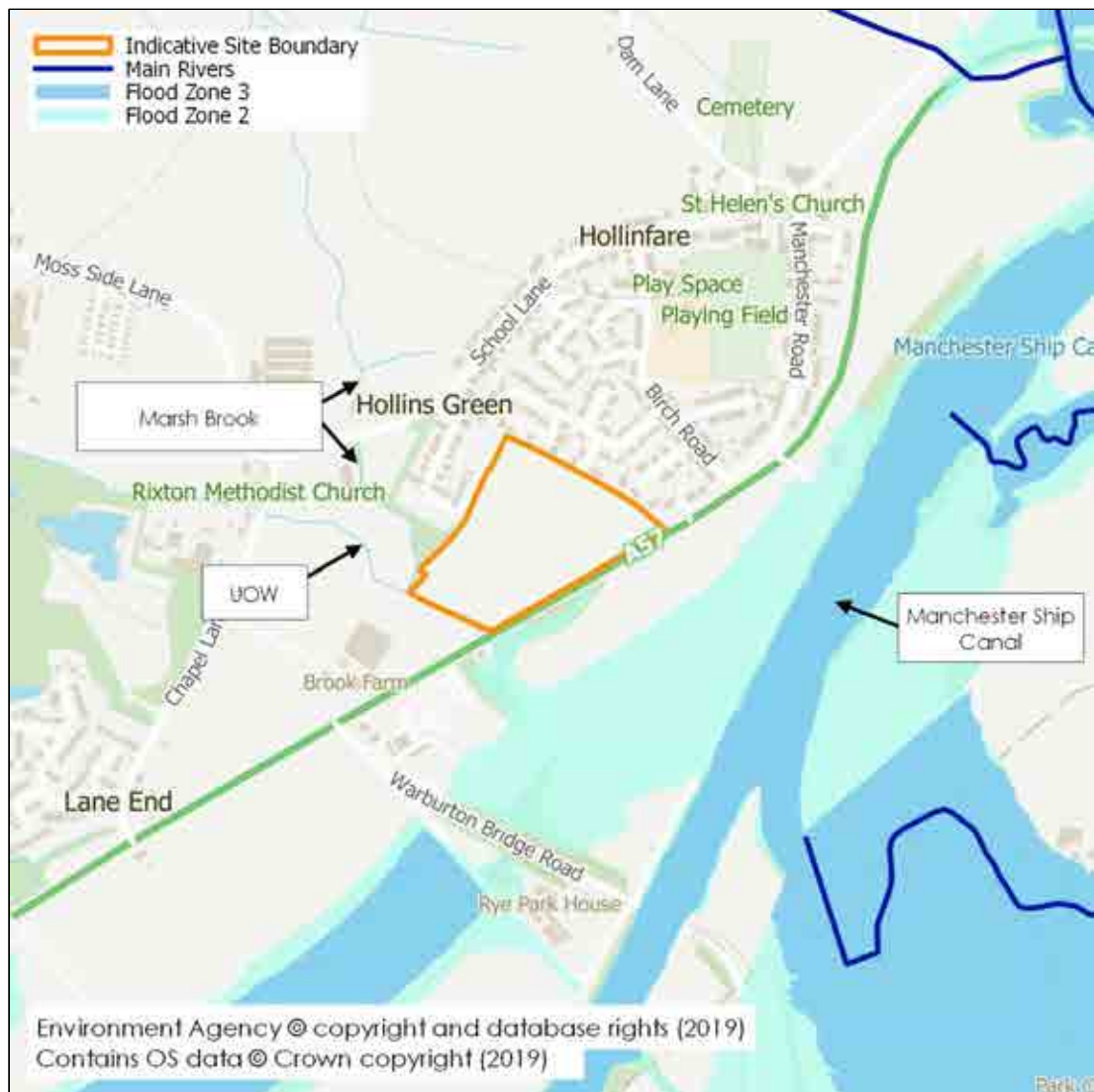


Figure 2.3: Flood Map for Planning

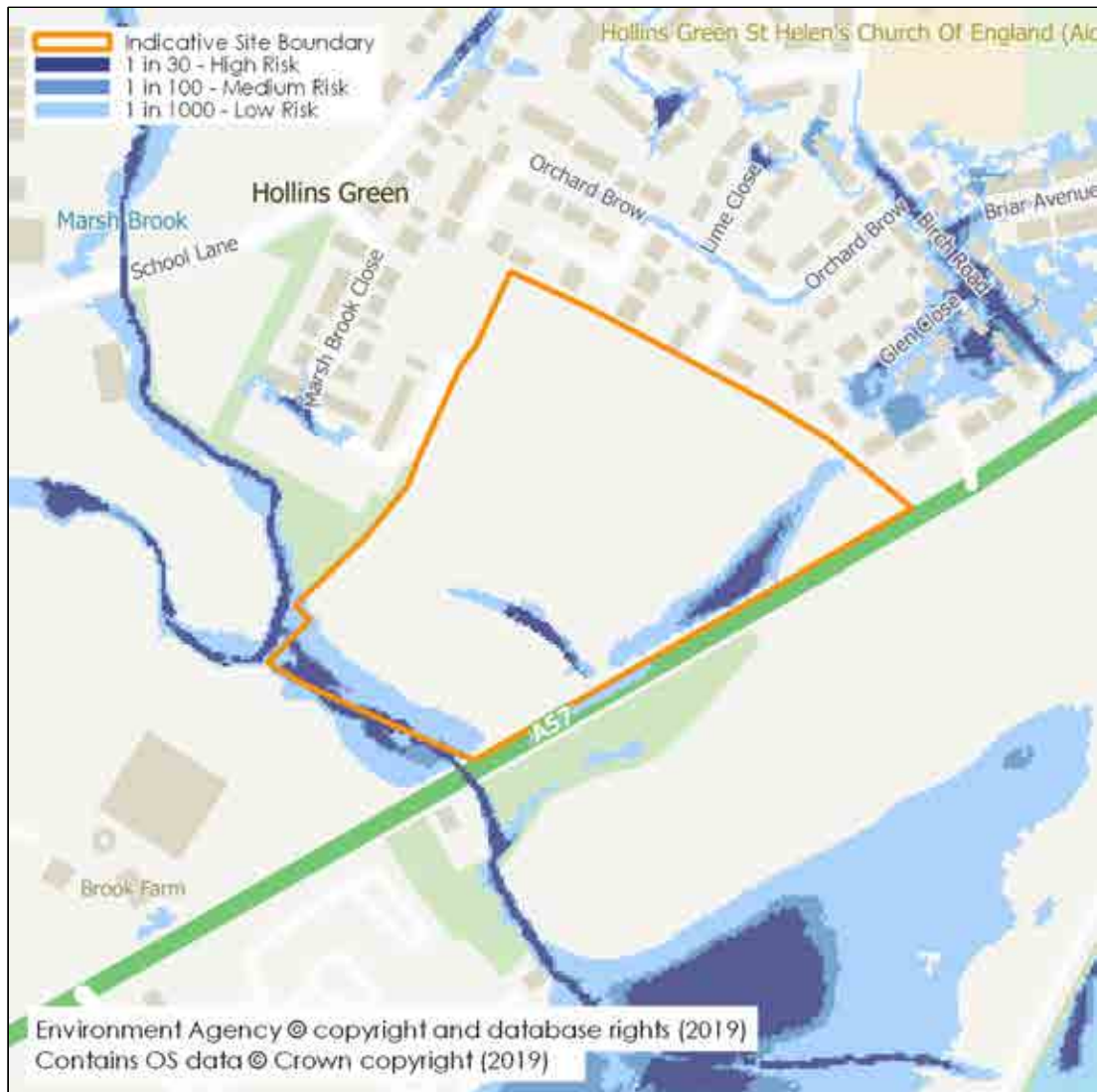


Figure 2.4: Surface Water Flood Risk Mapping

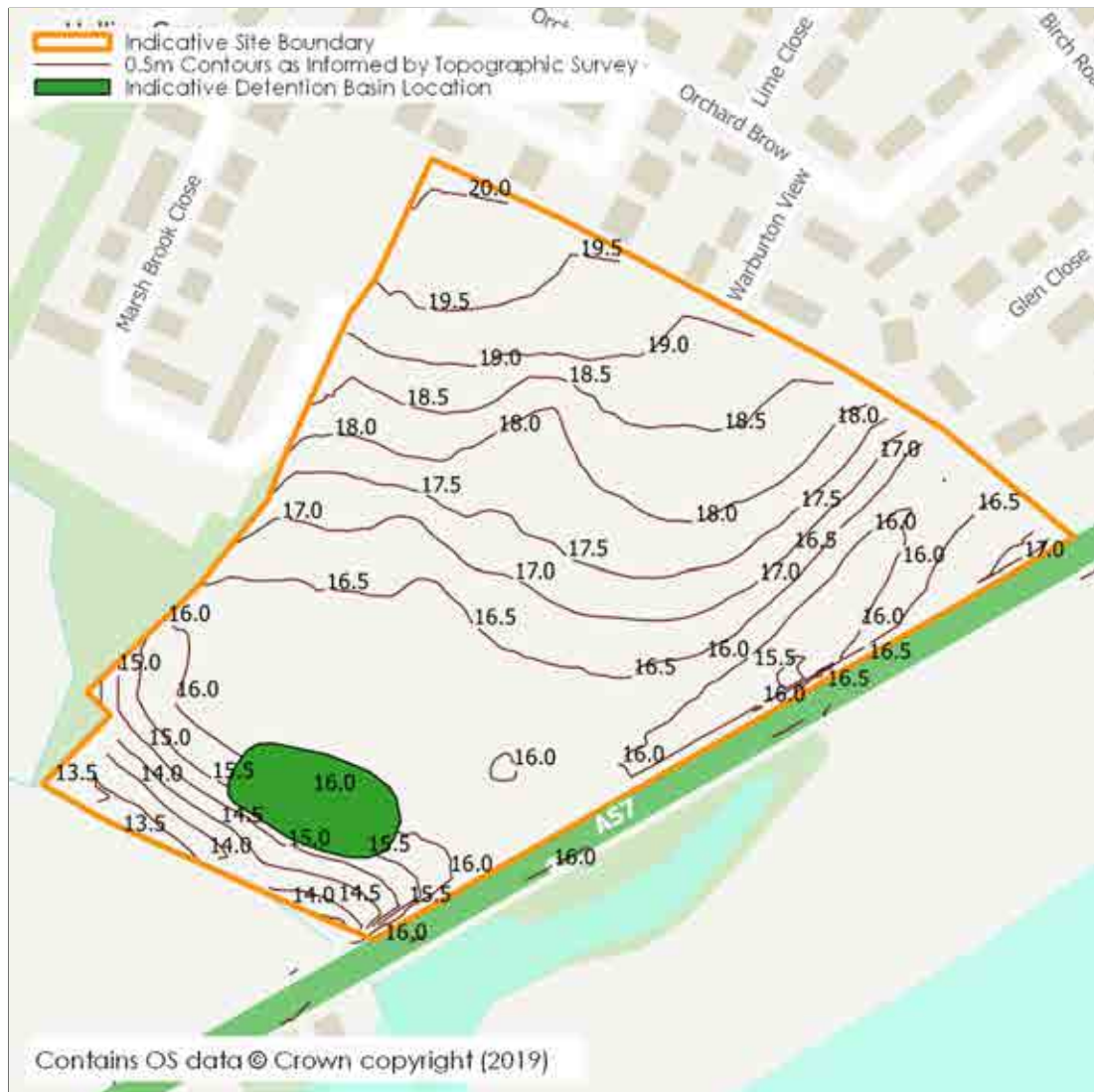


Figure 2.5: Indicative Detention Basin Location

APPENDICES

APPENDIX 1: United Utilities Sewer Records

BWB Consulting Ltd

**5th Floor, Waterfront House
Station Street,
Nottingham,
NG23DQ**

FAO:

How to contact us:

**United Utilities Water Limited
Property Searches
Haweswater House
Lingley Mere Business Park
Great Sankey
Warrington
WA5 3LP**

Telephone: 0370 7510101

E-mail: propertysearches@uuplc.co.uk

**Your Ref: BMW3003_KA
Our Ref: UUPS-ORD-104020
Date: 28/05/2019**

Dear Sirs

Location: Manchester Rd Rixton Manchester Rd, Rixton

I acknowledge with thanks your request dated 24/05/2019 for information on the location of our services.

Please find enclosed plans showing the approximate position of United Utilities' apparatus known to be in the vicinity of this site.

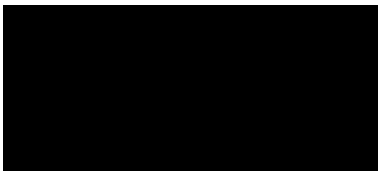
The enclosed plans are being provided to you subject to the United Utilities terms and conditions for both the wastewater and water distribution plans which are shown attached.

If you are planning works anywhere in the North West, please read United Utilities' access statement before you start work to check how it will affect our network. <http://www.unitedutilities.com/work-near-asset.aspx>.

I trust the above meets with your requirements and look forward to hearing from you should you need anything further.

If you have any queries regarding this matter please [contact us](#).

Yours Faithfully,

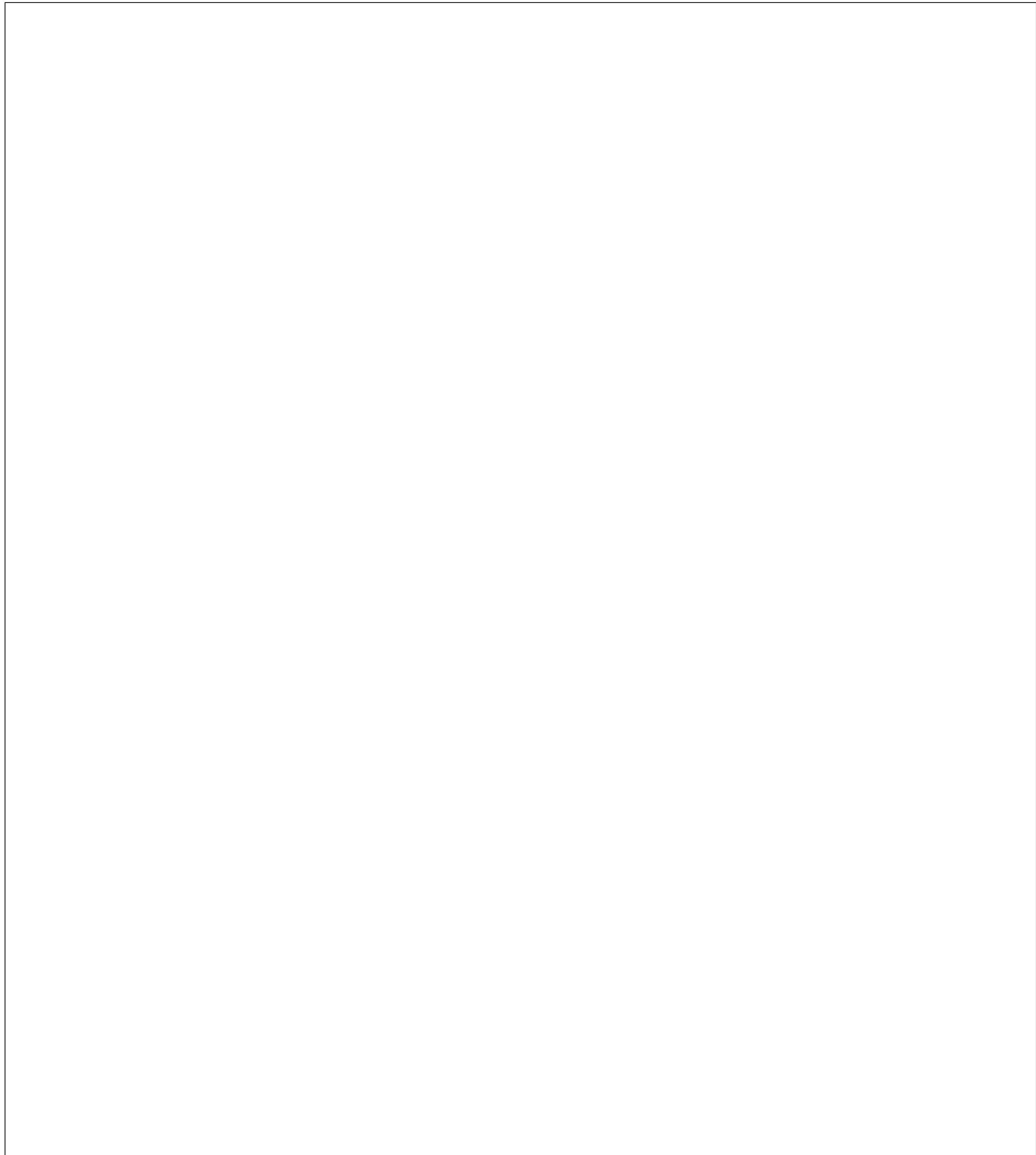


TERMS AND CONDITIONS - WASTEWATER AND WATER DISTRIBUTION PLANS

These provisions apply to the public sewerage, water distribution and telemetry systems (including sewers which are the subject of an agreement under Section 104 of the Water Industry Act 1991 and mains installed in accordance with the agreement for the self construction of water mains) (UUWL apparatus) of United Utilities Water Limited "(UUWL)".

TERMS AND CONDITIONS:

- This Map and any information supplied with it is issued subject to the provisions contained below, to the exclusion of all others and no party relies upon any representation, warranty, collateral contract or other assurance of any person (whether party to this agreement or not) that is not set out in this agreement or the documents referred to in it.
- This Map and any information supplied with it is provided for general guidance only and no representation, undertaking or warranty as to its accuracy, completeness or being up to date is given or implied.
- In particular, the position and depth of any UUWL apparatus shown on the Map are approximate only. UUWL strongly recommends that a comprehensive survey is undertaken in addition to reviewing this Map to determine and ensure the precise location of any UUWL apparatus. The exact location, positions and depths should be obtained by excavation trial holes.
- The location and position of private drains, private sewers and service pipes to properties are not normally shown on this Map but their presence must be anticipated and accounted for and you are strongly advised to carry out your own further enquiries and investigations in order to locate the same.
- The position and depth of UUWL apparatus is subject to change and therefore this Map is issued subject to any removal or change in location of the same. The onus is entirely upon you to confirm whether any changes to the Map have been made subsequent to issue and prior to any works being carried out.
- This Map and any information shown on it or provided with it must not be relied upon in the event of any development, construction or other works (including but not limited to any excavations) in the vicinity of UUWL apparatus or for the purpose of determining the suitability of a point of connection to the sewerage or other distribution systems.
- No person or legal entity, including any company shall be relieved from any liability howsoever and whensoever arising for any damage caused to UUWL apparatus by reason of the actual position and/or depths of UUWL apparatus being different from those shown on the Map and any information supplied with it.
- If any provision contained herein is or becomes legally invalid or unenforceable, it will be taken to be severed from the remaining provisions which shall be unaffected and continue in full force and affect.
- This agreement shall be governed by English law and all parties submit to the exclusive jurisdiction of the English courts, save that nothing will prevent UUWL from bringing proceedings in any other competent jurisdiction, whether concurrently or otherwise.



The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown.

Refno Cover Func Invert Size x Size y Shape Mat Length Grad

LEGEND

Abandoned	Foul	Surface Water	Combined	Public Sewer
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-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----

All point assets follow the standard colour convention:
 red - combined blue - surface water
 brown - foul purple - overflow

- Manhole
- Head of System
- Extent of Survey
- Rodding Eye
- Inlet
- Discharge Point
- Vortex
- Penstock
- Washout Chamber
- Valve
- Air Valve
- Non Return Valve
- Soakaway
- Gully
- Cascade
- Flow Meter
- Hatch Box
- Oil Interceptor
- Summit
- Drop Shaft
- Orifice Plate
- Side Entry Manhole
- Outfall
- Screen Chamber
- Inspection Chamber
- Bifurcation Chamber
- Lamp Hole
- T Junction / Saddle
- Catchpit
- Valve Chamber
- Vent Column
- Vortex Chamber
- Penstock Chamber
- Network Storage Tank
- Sewer Overflow
- Ww Treatment Works
- Ww Pumping Station
- Septic Tank
- Control Kiosk
- Change of Characteristic

MANHOLE FUNCTION

- FO Foul
- SW Surface Water
- CO Combined
- OV Overflow

SEWER SHAPE

- CI Circular
- EG Egg
- OV Oval
- FT Flat Top
- RE Rectangular
- SQ Square
- TR Trapezoidal
- AR Arch
- BA Barrel
- HO HorseShoe
- UN Unspecified

SEWER MATERIAL

- AC Asbestos Cement
- BR Brick
- PE Polyethylene
- RP Reinforced Plastic Matrix
- CO Concrete
- CSB Concrete Segment Bolted
- CSU Concrete Segment Unbolted
- CC Concrete Box Culverted
- PSC Plastic / Steel Composite
- GRC Glass Reinforced Plastic
- DI Ductile Iron
- PVC Polyvinyl Chloride
- CI Cast Iron
- SI Spun Iron
- ST Steel
- VC Vitrified Clay
- PP Polypropylene
- PF Pitch Fibre
- MAC Masonry, Coursed
- MAR Masonry, Random
- U Unspecified

Address or Site Reference:

Manchester Rd Rixton Manchester Rd,
Rixton,

OS sheet SJ6990SW
Number:
Scale: 1:1250 **Date:** 28/05/2019
Nodes: 0
Sheet: 2 of 3

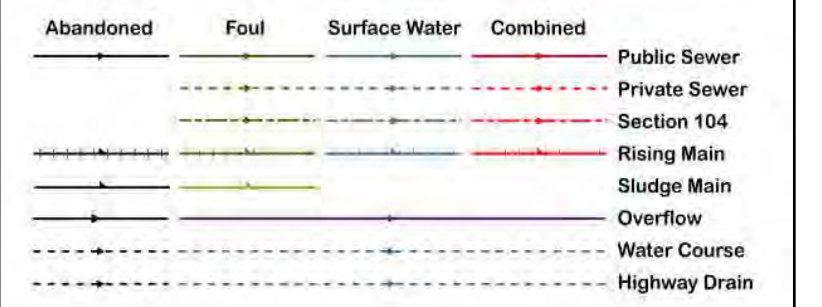
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SEWER RECORDS



The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown.

LEGEND



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- Extent of Survey
- Rodding Eye
- Inlet
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- Control Kiosk
- Change of Characteristic

MANHOLE FUNCTION

- FO Foul
- SW Surface Water
- CO Combined
- OV Overflow

SEWER SHAPE

- CI Circular
- EG Egg
- OV Oval
- FT Flat Top
- RE Rectangular
- SQ Square
- TR Trapezoidal
- AR Arch
- BA Barrel
- HO HorseShoe
- UN Unspecified

SEWER MATERIAL

- AC Asbestos Cement
- BR Brick
- PE Polyethylene
- RP Reinforced Plastic Matrix
- CO Concrete
- CSB Concrete Segment Bolted
- CSU Concrete Segment Unbolted
- CC Concrete Box Culverted
- PSC Plastic / Steel Composite
- GRC Glass Reinforced Plastic
- DI Ductile Iron
- PVC Polyvinyl Chloride
- CI Cast Iron
- SI Spun Iron
- ST Steel
- VC Vitified Clay
- PP Polypropylene
- PF Pitch Fibre
- MAC Masonry, Coursed
- MAR Masonry, Random
- U Unspecified

Address or Site Reference:

Manchester Rd Rixton Manchester Rd,
 Rixton,

OS sheet SJ6990NW
 Number:
 Scale: 1:1250 Date: 28/05/2019
 Nodes: 113
 Sheet: 3 of 3

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SEWER RECORDS

Hollins Green

Development Statement

Land North of Manchester Road/A57, Hollins Green

June 2019

www.richboroughestates.co.uk

Hollins Green

Development Statement

Land North of Manchester Road/A57, Hollins Green

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Executive Summary

This Development Statement has been prepared by Avison Young on behalf of Richborough Estates Ltd ('Richborough Estates') to support the removal of land north of Manchester Road/ A57, Hollins Green ('the site') from the Green Belt and its allocation for residential development to provide a minimum of 90 homes in the emerging Warrington Local Plan.

The development of the site would form a sustainable and natural urban extension to the existing settlement of Hollins Green, which is located adjacent to the north-east of the site. The site presents an excellent opportunity to deliver around 100 high quality family and affordable homes to meet the future housing needs of the Borough, in a sustainable location. The Council has recognised this by proposing the site's removal from the Green Belt and allocation for housing in the emerging Local Plan.

This Development Statement provides an Illustrative Masterplan for the site, which has been informed by the constraints and opportunities presented by the site. It is demonstrated in Sections 6 and 7 of this Statement that the site is suitable, available and achievable to deliver around 100 residential dwellings.

Richborough Estates is committed to working collaboratively with the Council and key stakeholders as the Local Plan is progressed to ensure that the merits of the site are considered fully and that the benefits of developing the site for housing are realised successfully.

Illustrative Masterplan

-  Application site boundary
-  Existing (retained) tree & hedge and root protection area
-  Indicative proposed planting (see landscape plan for details)
-  Existing Public Right of Way
-  Proposed pedestrian/cycle link
-  Potential for equipped play/LEAP



The Vision

The site offers a unique opportunity to deliver a high quality sustainable residential development that will contribute positively to the housing needs of the Borough whilst maintaining the purpose and function of the Green Belt.

The vision for the site is:

To create a high quality landscape-led residential development with enhanced local pedestrian and cycle connectivity. Land north of Manchester Road/A57 will provide new homes within a high quality residential setting to meet local needs, whilst reinforcing the new Green Belt boundaries.

To support the vision, this Development Statement demonstrates that:

- The site represents a logical and wholly appropriate extension to the existing urban area of Hollins Green;
- The site is self-contained and has strong physical boundaries, with Manchester Road/A57 to the south-east and existing housing to the north-east and north-west. The western, south-western and south-eastern boundaries of the site will be reinforced through a well-designed landscape scheme;
- The site does not meet the five purposes of the Green Belt set out in the National Planning Policy Framework and Richborough Estates' own assessment concludes that the site makes a weak contribution to the Green Belt;
- The site is situated in a sustainable location within close proximity to existing services and facilities in Hollins Green and employment opportunities at Birchwood;
- The site can accommodate a high-quality residential development that integrates successfully with the existing built and natural environment, and includes 1.18ha of public open space;
- The development of the site will allow for the provision of good quality cycling and walking routes within the site to connect the site to the wider footway network and existing public right of way to the north-east, promoting connectivity with the existing community;
- The site is suitable, achievable and available for residential development in accordance with national planning policy;
- The site will deliver a range of housing tenures, types and sizes, including a mix of market and affordable housing to meet local needs; and
- There are no identified technical or environmental constraints that would prevent the delivery of housing on the site.

1.

Introduction

1. Introduction

Land north of Manchester Road/A57 ('the site') represents a logical and wholly appropriate extension to the existing urban area of Hollins Green. The site is sustainable with good access to a range of existing services and facilities and provides an excellent opportunity to deliver around 100 high quality homes which will make a positive contribution towards Warrington's housing needs.

Purpose of the Development Statement

This Development Statement has been prepared by Avison Young on behalf of Richborough Estates Ltd ('Richborough Estates') to support the removal of the Hollins Green site from the Green Belt and allocation for housing within the emerging Warrington Local Plan.

The Proposed Submission Version Local Plan proposes to remove the site from the Green Belt under draft Policy GB1 ('Green Belt'). The site is also proposed for a housing allocation under draft Policy OS4 ('Hollins Green') and is identified as having the potential to deliver a minimum of 90 new homes, with development at the site expected to come forward quickly upon adoption of the Local Plan.

Draft Housing Allocation



Ownership Plan



This Development Statement relates to the larger parcel of land within the Hollins Green allocation, which is being promoted for residential development by Richborough Estates. The remaining smaller parcel of land in the north-west of the allocation already has outline planning permission for 4 detached dwellings and garages (reference: 2018/32900).

This document articulates clearly the opportunity that exists at land north of Manchester Road/A57 by:

- Setting out Richborough Estates' track record of residential land promotion across the United Kingdom;
- Providing a detailed analysis of the site and its surroundings, and detailing the vision for the site;
- Providing the case for the removal of the site from the Green Belt;
- Detailing the sustainable development principles of the site, including an assessment of the key technical considerations;
- Presenting the vision for the site and the Illustrative Masterplan;
- Assessing the deliverability of the site, demonstrating that the site is suitable, available and achievable in accordance with the National Planning Policy Framework; and
- Concluding that the site will be able to deliver a high quality residential development that can be completed in the short-term, supporting the site's allocation for housing in the emerging Warrington Local Plan.

2.

Richborough Estates' Track Record

Residential Masterplan at Land Off Welham Lane, Great Bowden



2. Richborough Estates' Track Record

Richborough Estates is one of the UK's most successful strategic land promotion companies. It works on behalf of a wide range of landowners, including private individuals, charities, trusts, local councils and Government estate departments, promoting land through the planning system to secure housing allocations and planning permissions for residential development. Richborough Estates then manages the sale of the site from the landowner to the house builder who then builds out the site and delivers homes.

Richborough Estates was founded in 2003 and the team works in partnership with landowners, local planning authorities and stakeholders to bring land forward for housing. The team comprises a wide range of development experts who deal with land acquisition and planning issues. Richborough Estates' objective is to deliver 'oven-ready' sites to house builders, ensuring that planning permissions are quickly turned into homes for local people. Examples of development partners who have built out Richborough Estates' sites include CALA, Miller, Bellway, Mulberry, Barratt David Wilson, Bovis, Kier, Lion Court and Taylor Wimpey. On Richborough Estates' sites, the average completion rate is 35 dwellings per annum. Richborough Estates' approach is closely aligned with the Government's key objective of significantly boosting the supply of homes.

Richborough Estates is currently promoting approximately 100 sites, totalling around 25,000 homes, through various stages of the planning process across the United Kingdom. Richborough Estates' aim is to leave a lasting legacy for the communities within which it works.

Richborough Estates' experience of residential land promotion places it in an excellent position to be able to state with confidence that land north of Manchester Road/A57 is deliverable.

Residential Masterplan at Maw Green, Crewe



Residential Masterplan at Uplands Mill, Biddulph



3.

Site and Surroundings

3. Site and Surroundings

The site is sustainable and represents a logical and natural extension to the existing built up area of Hollins Green. It comprises agricultural land and is bounded to the north-east and north-west by established housing.

Site Description

The site comprises a broadly rectangular parcel of agricultural land extending to approximately 4.27 hectares to the south-west of Hollins Green. The site is currently in use as a single paddock for horse grazing. There is limited vegetation on the site. Occasional groups of trees and shrub are located between the site and the residential dwellings to the north-east, and mature trees associated with Marsh Brook adjoin the site to the west. A hedgerow separates the site and Manchester Road/A57. There are no Tree Preservation Orders located within the curtilage of the site.

The topography of the site slopes gently from 15m AOD at the western site edge to 20m AOD at Elm Road within Rixton to the north-eastern edge of the site.

There are no buildings located within the site. However, there is a public right of way (Rixton with Glazebrook 11) running parallel to the north-eastern boundary of the site from Manchester Road/A57 to Marsh Brook Close. Post and wire fencing restricts public access to the site from the public footpath.

Site Surroundings

The site abuts the south-western edge of Hollins Green. It is bounded to the north by residential properties at Glen Close, Warburton View and Orchard Brow. The surrounding residential dwellings vary in style and character and include bungalows and semi-detached housing. Adjacent to the north-west of the site is a parcel of greenfield land with outline planning permission for residential development. This land is also contained within the Hollins Green allocation. Further north-west is Marsh Brook Close, in addition to areas of green amenity space and a small area of woodland. Marsh Brook and a buffer of trees are located to the south-west of the site, beyond which is Brook Farm. To the south-east of the site is Manchester Road/A57.

Vision Context

Owing to the nature of the local topography, natural boundaries of existing vegetation and surrounding residential uses, the visibility of the site is relatively limited and contained.

The site is well contained by dense vegetation located along Marsh Brook to the north-west and existing built form to the north-east. Public views to the site are from the north of the site along the existing public right of way. There are glimpsed views of the site from the south and, in particular, elevated views from the Warburton Toll Bridge. Private views towards the site are restricted to views from the front elevations of properties on Marsh Brook Close (cul-de-sac), and the side and rear elevations of properties on Orchard Brow, Warburton View and Glen Close. However, views are partly interrupted by vegetation and low-level fencing to the north-east and north-west of the site.

Photographs of the Local Area



4.

Case for Removal from the Green Belt

4. Case for Removal from the Green Belt

Policy Context

National Planning Guidance

The NPPF provides the overarching planning framework that underpins decision making and the plan making process in England. At a national level, the NPPF supports the Government's objective to significantly boost housing supply and seeks to ensure that all local planning authorities ('LPAs') plan positively for their objectively assessed needs ('OAN') (paragraph 11). To support this objective, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed, and that land with permission is developed without delay.

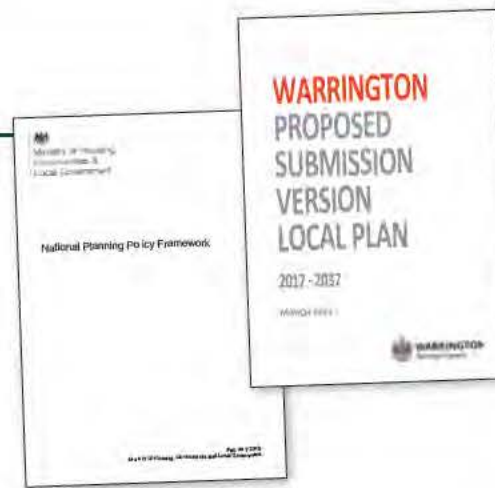
Chapter 13 of the NPPF relates to Green Belt and states that, 'once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans' (paragraph 136).

Adopted Local Plan

The current Development Plan for the site comprises the Warrington Local Plan Core Strategy (adopted on 21 July 2014). The site is currently designated as Green Belt, in accordance with the Local Plan Core Strategy (Policy CS 5). The footpath running adjacent to the north-eastern boundary of the site is designated under Policy MP 3 as 'Active Travel'.

The history of the Warrington Green Belt is set out in detail in the Arup Green Belt Assessment ('GBA'), dated 21st October 2016. The Green Belt around Warrington was first formally introduced in the Cheshire Structure Plan (adopted in 1979) with the extent broadly defined on the Key Diagram. Later alterations of the Structure Plan did not change the extent of the Green Belt.

The Unitary Development Plan ('UDP') (2006) was the first single comprehensive statutory development plan for the Borough and was the first Local Plan to formally define the Green Belt. The UDP made minor changes to the Green Belt introduced in 1979 in the Cheshire Structure Plan.



Emerging Local Planning Policy

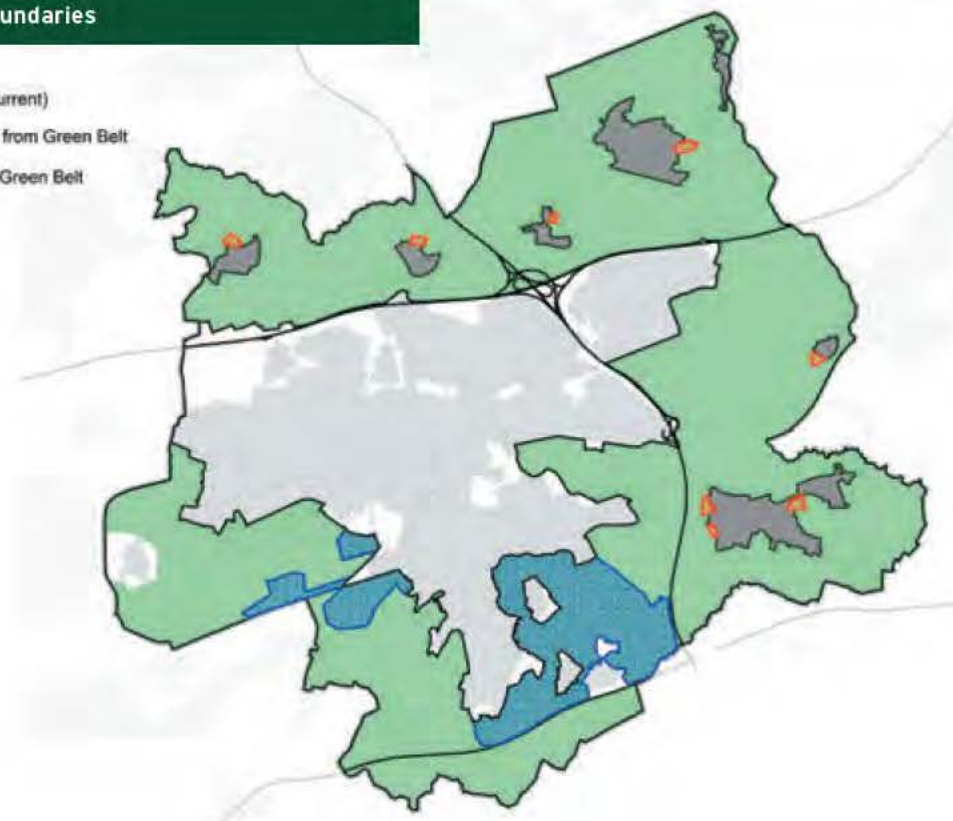
Background

Following the High Court ruling in February 2015, which quashed the housing target in the adopted Warrington Local Plan Core Strategy, Warrington Borough Council ('WBC') sought to update its housing policies. It became clear that the Borough's needs going forward could not be met without a full review of the adopted Core Strategy.

In October 2016, the Council's Executive Board agreed to commence the process of reviewing the existing Warrington Local Plan and consultation on the Preferred Development Option ('PDO') was undertaken between July and September 2017. Approximately 4,500 responses were received to the PDO consultation, a significant proportion of which related to the scale and location of development proposed and Green Belt release.

Amended Green Belt Boundaries

- Green Belt
- Inset Settlement Boundaries (Current)
- Settlement Allocations removed from Green Belt
- Allocations to be removed from Green Belt



Since the PDO consultation, WBC has prepared a number of evidence base studies to demonstrate that the emerging Local Plan is based on the most up to date assessment of Warrington’s development needs; that all options for meeting these needs have been appropriately considered; and that the infrastructure requirements to support new development are understood and can be delivered.

Draft Policy DEV1 - Housing Delivery

Draft Objective W1 of the Proposed Submission Version Local Plan sets out a clear, immediate and critical need for housing in Warrington and identifies a net minimum requirement for 18,900 new dwellings over a 20 year delivery period (2017 - 2037), equivalent to 945 dwellings per annum. Draft Policy DEV1 ('Housing Delivery') sets out the trajectory as to how the housing requirement will be delivered:

- 2017 - 2021 (first 5 years) - 847 homes per annum; and
- 2022 - 2037 (following 15 years) - 978 homes per annum.

The target of 945 homes per annum over the Plan period has been established through the LPA’s Local Housing Needs Assessment (2019) and is approximately 4% higher than the minimum requirement set by the Government’s Standard Housing Methodology (using the 2014 based household projections). The approach adopted is in view of WBC’s commitment to working with the Local Enterprise Partnership ('LEP') to deliver the Strategic Economic Plan which constitutes a growth strategy.

The Proposed Submission Version Local Plan acknowledges the need to release Green Belt land and the lead in times for the major infrastructure required to deliver the Waterfront, Garden Suburb and South West Extension which will result in a lower level of housing delivered in the first 5 years of the Plan period.

Draft Policy GB1 - Green Belt

Draft Policy GB1 relates to the Green Belt and identifies land to be removed from the Green Belt, Inset Settlements and Green Belt Settlements. Part 3 of the policy identifies land proposed to be removed from the Green

Belt and Figure 6 shows the amended Green Belt boundaries. The land proposed to be removed from the Green Belt is:

- Warrington Waterfront;
- Garden Suburb
- South West Urban Extension
- Land at Burtonwood
- Land at Croft

- Land at Culcheth
- Land at Hollins Green
- Land at Lymm
- Land at Winwick

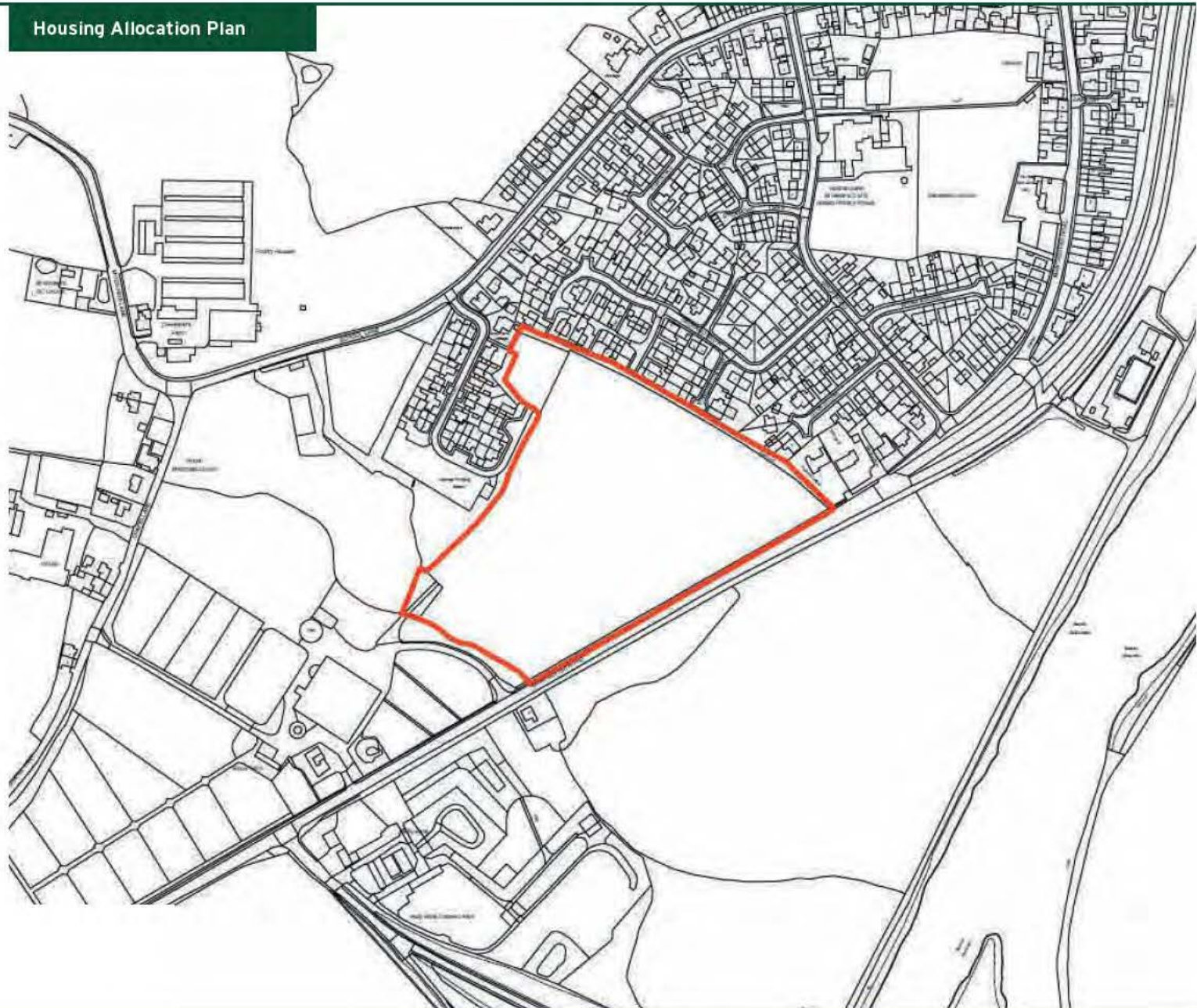
Land at Hollins Green referenced at Part 3g is Richborough Estates’ site and is proposed for removal from the Green Belt.

Housing Allocation Plan

Draft Policy OS4 - Hollins Green

The site comprises the larger section of the Hollins Green (Policy OS4) allocation within the Proposed Submission Version Local Plan. Draft policy OS4 allocates the wider site for residential development for a minimum of 90 homes.

The accompanying text to Policy OS4 robustly justifies the removal of the site from the Green Belt, stating that the site only makes a moderate contribution to the Green Belt. Furthermore, draft Policy OS4 confirms that the site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the NPPF and the Local Plan's Sustainability Appraisal. Draft Policy OS4 creates an appropriate mechanism for residential development to come forward at the site in line with the objectives of national and emerging local planning policy.



The Need to Release Green Belt Land Through a Local Plan Review

Chapter 13 of the NPPF relates to Green Belt and states that, 'once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans' (paragraph 136).

Paragraph 137 states that 'before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, which will take into account the preceding paragraph (136), and whether the strategy:

- **Makes as much use as possible of suitable brownfield sites and underutilised land;**

WBC has undertaken extensive masterplanning work to try to unlock significant additional urban capacity over and above that identified in the Council's Brownfield Register and SHLAA. An Urban Capacity Study was prepared by WBC in 2016, updated in 2017 and 2019. In identifying land to meet Warrington's need for housing and employment, the Council has sought to maximise the capacity of the existing area to accommodate new development, in order to demonstrate that all reasonable options have been identified for meeting development requirements before releasing Green Belt.

The urban capacity figure is a product of the updated SHLAA (2018) figure and the updated masterplanning work undertaken in partnership with Warrington & Co. The assessment identifies an urban capacity for 13,726 dwellings.

- **Optimises the density of development in line with the policies in chapter 11 of the Framework, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport; and**

WBC has reviewed its density assumptions for the Town Centre and Inner Warrington and is reviewing residential parking standards, recognising the potential for high density development in these locations. The Council is proposing minimum density requirements for the Town Centre, together with minimum requirements for all site allocations. It is clear from the Council's evidence base that through the review of the density requirements that Green Belt release is required to meet the Council's Objectively Assessed Need in full.

In relation to specific density requirements, as set out in the Urban Capacity Assessment 2019, Richborough Estates reserves the right to comment on these further following a comprehensive and detailed review of the requirements.

- **Has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground.**

WBC has confirmed that no neighbouring authorities are able to meet any of Warrington's housing development needs. It is also apparent that all of Warrington's neighbouring authorities are having to release Green Belt themselves to meet their own development needs. Furthermore, the Greater Manchester Spatial Framework ('GMSF') is stalling generating additional pressure on Warrington to deliver housing.

Richborough Estates agrees that WBC has demonstrated that in order to meet its development needs exceptional circumstances exist for Green Belt release. The Plan's proposed housing requirement will ensure that sufficient homes are provided to support the planned level of economic growth, but this can only be achieved with the release of Green Belt land.

In view of the above and despite maximising the capacity of the existing urban area, if Warrington is to meet its housing requirement, it can only do so through the release of Green Belt land.

Five Purposes of the Green Belt

The Green Belt Assessment (GBA) (Additional Sites Assessments - Settlements) (May 2018) prepared by WBC made an assessment of the site (reference: R18/P2/151) against the five purposes of the Green Belt in line with paragraph 134 of the NPPF. The GBA assessed the site as having an overall moderate contribution to the Green Belt.

Richborough Estates fully supports the Council's decision to remove the site from the Green Belt and allocate it for housing in the Proposed Submission Version of the emerging Local Plan. However, Richborough Estates has undertaken its own assessment of the site against the 5 purposes of the Green Belt and disagrees with the GBA conclusions. Richborough Estates' assessment concludes that the site makes a weak contribution to the Green Belt and a summary of the assessment is provided opposite.

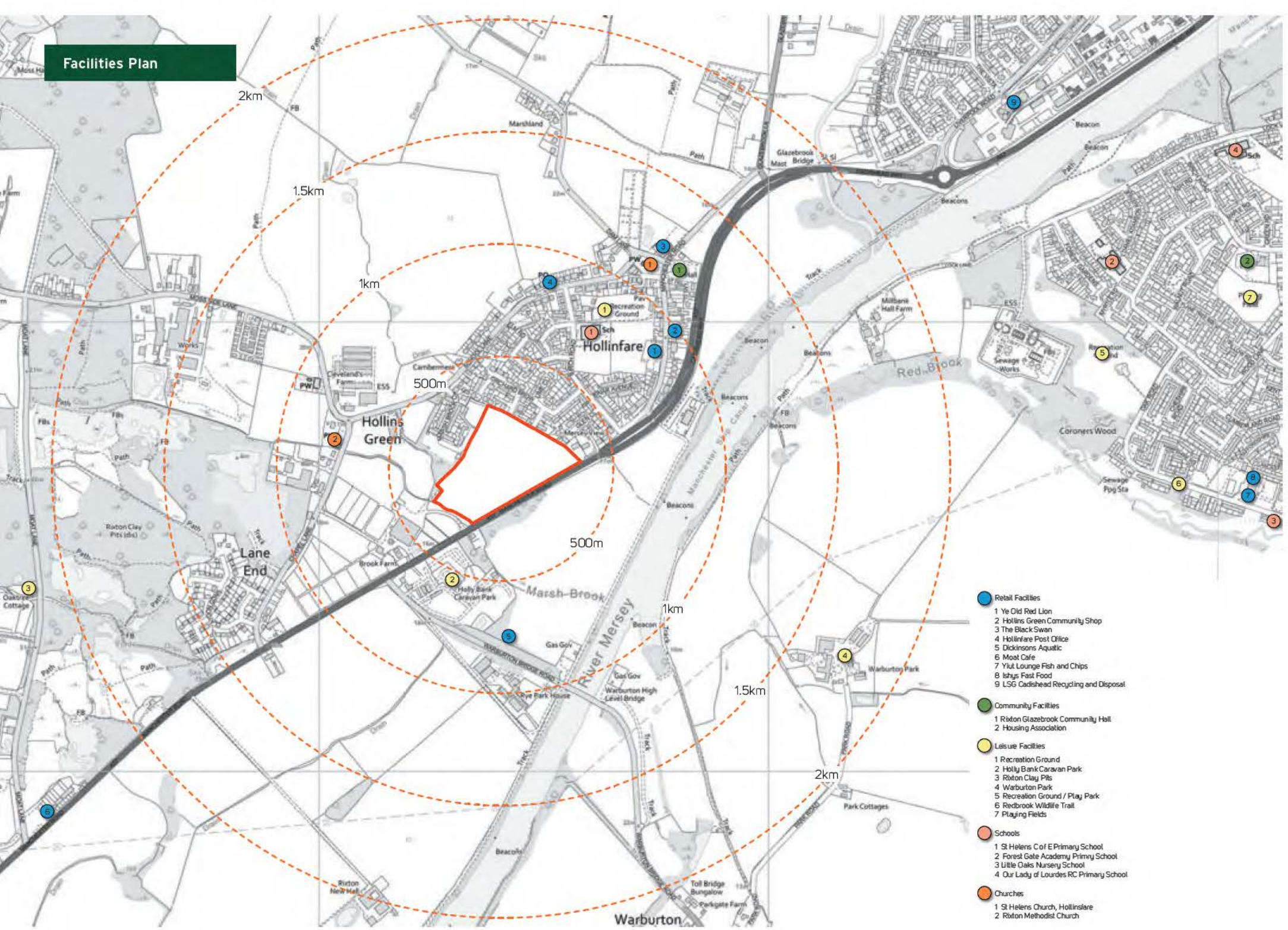
In summary, the site is not required to maintain the purposes of the Green Belt in this location. Therefore, Richborough Estates strongly supports the site's removal from the Green Belt and allocation for housing in the Proposed Submission Version Local Plan.

Purposes of the Green Belt	GBA (2018) Parcel Reference R18/P2/151	Richborough Estates' Assessment
Purpose 1: To check the unrestricted sprawl of large built-up areas	No contribution	Agree - No contribution
Purpose 2: To prevent neighbouring towns merging into one another	Weak contribution	<p>No / Weak Contribution - with the exception of a small area to its south-western boundary, the site identified is enclosed on all sides by existing man-made boundaries (Warburton View, Orchard View, Marsh Brook Close, Brook Farm and the A57). It therefore plays no role in maintaining separation with the nearest town of Warrington (Urban Area) some 3.4km to the west. Furthermore, there are several other areas of development between the site and the Warrington Urban Area (namely Hollybank Caravan Park and the commercial and residential development around Chapel Lane), which prevent even the perception of separation between the site and Warrington when traveling along the A57.</p> <p>Additionally, the site does not contribute towards maintaining separation between Hollins Green and Cadishead to the north-east, given the site's position on the other side of Hollins Green.</p>
Purpose 3: To assist in safeguarding the countryside from encroachment	Strong contribution	<p>Weak contribution - It can be acknowledged that by virtue of there being a housing development on a Green Belt site, there is encroachment into the countryside. However, the same is true of any of the proposed sites to be released from the Green Belt.</p> <p>With the exception of a small part of the south-western boundary, the site identified is enclosed on all sides by existing man-made boundaries (Warburton View, Orchard View, Marsh Brook Close, Brook Farm and the A57). All of these boundaries are durable and would be able to prevent future encroachment.</p> <p>As such, it is considered the site north of Manchester Road/ A57 can only be assessed as having a weak contribution towards safeguarding the countryside from encroachment.</p>
Purpose 4: To preserve the setting and special character of historic towns	No contribution	Agree - No contribution
Purpose 5: to assist in urban regeneration, by encouraging the recycling of derelict another urban land	Moderate contribution	Agree - Moderate Contribution - Richborough Estates welcomes the recognition in the GBA that all Green Belt sites make the same level of contribution towards this purpose.
Overall Assessment	Moderate contribution	Weak contribution

5.

Sustainable Development Principles

Facilities Plan



- Retail Facilities
 - 1 Ye Old Red Lion
 - 2 Hollins Green Community Shop
 - 3 The Black Swan
 - 4 Hollinfare Post Office
 - 5 Dickinsons Aquatic
 - 6 Moat Cafe
 - 7 Yikt Lounge Fish and Chips
 - 8 Ishys Fast Food
 - 9 LSG Cadishead Recycling and Disposal
- Community Facilities
 - 1 Rixton Glazebrook Community Hall
 - 2 Housing Association
- Leisure Facilities
 - 1 Recreation Ground
 - 2 Holly Bank Caravan Park
 - 3 Rixton Clay Pits
 - 4 Warburton Park
 - 5 Recreation Ground / Play Park
 - 6 Redbrook Wildlife Trail
 - 7 Playing Fields
- Schools
 - 1 St Helens C of E Primary School
 - 2 Forest Gate Academy Primary School
 - 3 Little Oaks Nursery School
 - 4 Our Lady of Lourdes RC Primary School
- Churches
 - 1 St Helens Church, Hollinslare
 - 2 Rixton Methodist Church

5. Sustainable Development Principles

A Sustainable and Accessible Site

The site is sustainably located and is within close proximity to a range of local services and amenities which are a short walking or cycling distance of the site.

St Helen's Church of England Primary School is within a 360m walking distance of the centre of the site. The pedestrian route to the school is alongside and across lightly trafficked residential roads with a 20mph speed limit. A post office is located around 530m to the north of the site, whilst a local community shop lies just 560m to the north-east. The Ye Olde Red Lion pub is located just over 500m from the site, whilst the Black Swan pub is just over 700m from the site.

The nearest bus stops are located within 400m of the centre of the site providing access to two routes; service numbers 40B and 100. Service number 100 provides frequent hourly services on weekdays to Warrington and Manchester City Centre, via Cadishead, Irlam, Eccles and Salford.

The same service is provided at a half-hourly frequency from stops adjacent to the Black Swan pub, some 340m or so further north along Manchester Road.

Economic Role

The development of the site for housing will make a positive contribution to building a strong, responsive and competitive economy, in line with national planning policy. The development will create a number of jobs locally during the construction phase, in addition to creating indirect job opportunities within the immediate surrounding area and wider Borough as a result of investment from prospective residents. The delivery of housing at the site will also contribute positively to increasing Council tax income and revenue from New Homes Bonus for WBC.

Social Role

The development of the site will help to support a strong, vibrant and healthy community through the provision of much-needed market and affordable housing on a site which is in a suitable and sustainable location, available to be developed now and is achievable in that housing could be delivered on site within the next 5 years. The development of the site will allow for a range of housing types, tenures and sizes to be delivered within the locality, contributing positively to the housing mix in the area. The development of the site will also deliver enhancements in the form of public open space and recreation at the site through the delivery of 1.18ha of open space. There is also potential to deliver 0.05ha of equipped play space on site. This social objective is important in achieving Richborough Estates' aim of leaving a lasting legacy for the communities within which it works.



Environmental Considerations

Richborough Estates has commissioned a highly experienced technical team to assess the physical suitability of the site to accommodate residential development immediately following the adoption of the emerging Local Plan.

Ecology

An Ecological Impact Assessment Report has been prepared by RammSanderson Ecology following a Site Walkover Survey conducted in March 2019.

The site is over 0.5km from the nearest Site of Biological Interest. Although the site falls within the Impact Risk Zone Rixton Clay Pits Site of Special Scientific Interest ('SSSI'), the proposed number of residential units is not classified as being of interest to the SSSI.

Two Habitats of principal importance were recorded on site comprising the hedgerow and Marsh Brook. However, the hedgerow does not qualify under the Hedgerow Regulations 1997. All other habitats are common and widespread and offer limited ecological value. One tree on site was assessed as offering bat roosting potential, however, this tree will not be impacted by development as it lies adjacent to Marsh Brook.

The majority of the habitats on site are considered sub-optimal for great crested newts ('GCN'), and impacts on terrestrial phase amphibians are considered to be extremely unlikely. Furthermore, the habitats

on site do not provide areas suited to breeding Schedule 1 birds, with impacts upon breeding birds anticipated to be negligible. The site was also considered to be of very limited value for reptiles and no badger setts or field signs of badgers were recorded on site. Additionally, no impacts will occur to water vole and otter species as a result of the proposal.

Given the low biodiversity value of the poor semi-improved grassland which dominates the site, it is considered that the development offers opportunities to provide a net gain of biodiversity on site through the creation of natural green spaces.

The Ecological Impact Assessment report concludes that a residential development could be accommodated at the site, as there are no physical limitations in respect of ecology. A future planning application would be supported by a Phase 1 Ecological Assessment and protected species survey. All ecological features would be protected by suitable standoff distances and enhancement measures as necessary.



Flood Risk and Drainage

Professional flood risk and drainage advice has been sought from qualified environmental consultants BWB Consulting Limited.

According to the Environment Agency Flood Map for Planning, the site is located entirely within Flood Zone 1, land defined as having less than a 1 in 1000-year annual probability of river or sea flooding. The nearest Environment Agency Main Rivers are the Red Brook and an Unnamed Ordinary Watercourse, located approximately 500m and 450m to the east of the site respectively. Both rivers are connected to the Manchester Ship Canal. The Marsh Brook, an ordinary watercourse, crosses the southern proportion of the site from west to east and enters the Manchester Ship Canal, approximately 250m to the south west of the site.

The Manchester Ship Canal is a canalised watercourse and therefore its flooding mechanisms are more like a watercourse than a typical canal. The Flood Zone 2 extent associated with the Manchester Ship Canal extends up to the A57 adjacent to the eastern site boundary.

To manage the increased impermeable area and subsequent increased surface water runoff due to the development, an appropriate Surface Water Management Strategy will be developed. It is anticipated that surface water from the site will continue to outfall to the Marsh Brook to the south of the site. The discharge to the Marsh Brook will be restricted to an equivalent greenfield rate, to prevent the development increasing flood risk outside of the site boundary. The attenuated surface water will be stored on site through the use of Sustainable Drainage Systems ('SuDS'). These storage features will be appropriately sized and designed to meet the appropriate guidance, including considerations for climate change.

Overall, the site is entirely appropriate for residential development in flood risk terms.

Landscaping

Tyler Grange was commissioned to provide a high level landscape and visual overview for the site. In light of the landscape character, adopted and emerging policy alongside the associated evidence base, Tyler Grange considers that the site is suitable for residential development. The site does not lie within a landscape designation at a national, regional or local level. Furthermore, in respect of the Green Belt designation, the site is considered capable of being developed without detrimentally undermining the Green Belt.

Whilst development of the site would introduce built form onto a piece of land which is currently undeveloped, a sensitively designed landscape scheme can assimilate a residential proposal with its surroundings and not result in a material change to the character and appearance of the area.

In relation to the visual environment, the site is well contained by dense vegetation located along Marsh Brook to the north-west and existing built form to the north-east. Proposed built form on the site will be concentrated adjacent to the existing built form to ensure

that the site reads as part of Hollins Green, rather than a separate cluster of built form in more distant and middle distant views from the south, particularly from the Warburton Toll Bridge.

Whilst placing development within the northern and eastern edges of the site will alter the experience of travelling along the public footpath, the current experience contains existing built form within Hollins Green and the route affected is currently linear in nature, enclosed by a post and wire fence on one side and residential development on the other. There is an opportunity to improve this route through providing connections into the site, increasing its recreational value and providing soft landscaping to mitigate the proximity of new built form.

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

Highways

Professional transport consultant, Hub Transport Planning, has been appointed to assess the highway and access considerations at the site.

A single vehicle access point for the development could be taken from Manchester Road/A57. Additional pedestrian and cycle access could also be provided via Warburton View and Marsh Brook Close.

The proposed access from Manchester Road will take the form of a priority T-junction with ghost-island right-turn lane. Preliminary tests indicate that such a junction will have sufficient capacity to cater for background and committed development growth to a suitable design year. The site access junction can accommodate a refuse lorry, which is typically the largest vehicle that might be expected to access site on a week-to-week basis.

A development of around 100 dwellings would be expected to generate around 50 to 55 two-way peak hour vehicle trips; just less than one vehicle movement per minute. The site access strategy can comfortably accommodate such levels of traffic and the impact of the development traffic is such that it will be very low on the local and wider highway network away from the site access.

Ground Conditions

There are no active or historic landfills located on or in the immediate vicinity of the site. According to the Coal Authority's mapping service, the site is not located within a Coal Mining Reporting Area indicating no previous mining activity or previously worked areas have occurred in the vicinity of the site. The site is greenfield land currently used for grazing, and as such the potential for contamination is unlikely.

Utilities

There are no utilities constraints that would prevent the development of the site. Within the vicinity of the site there are accessible utilities infrastructure comprising electricity, gas, broadband, water and sewer drainage.

Archaeology and Heritage

There are no heritage designations (Scheduled Monuments, Grade I, II*, II Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields) within the site boundary. Three Grade II Listed Buildings are located within 500m of the site, the closest of which is the Milestone located approximately 290m north-east. Additionally, the Grade I Listed Old Church of Saint Werburg is located approximately 1km south-east of the site. The delivery of a sensitive development with appropriate screening from designated heritage assets would not adversely affect the setting of any heritage place.

Air and Noise

The site is not located within or in close proximity to an Air Quality Management Area ('AQMA'). The closest AQMA is located approximately 2.9km north of the site on the M62 which is designated due to its exceedance of NO2 concentrations. The construction and future occupation of the site will consider the impacts of the proposals on local air quality within the Borough. It is not considered that air quality impacts would preclude the future development of the proposed site.

The main source of existing noise would be traffic noise emanating from Manchester Road adjacent to the site's south-eastern border. It is not considered that the existing noise environment would preclude development of the site coming forward.

Summary

The technical reports demonstrate that there are no significant ecological, flood risk and drainage, landscaping, highways, ground conditions, utilities, archaeology and heritage, air quality and noise constraints that would prevent residential development from coming forward at the site in the short-term.

6.

Vision for the Site and Masterplan

6. Vision for the Site and Masterplan

The site has excellent potential to deliver an attractive residential development comprising a minimum of 90 new homes within a high quality residential setting and in close proximity to existing services and amenities in Hollins Green.

The site presents an opportunity to deliver an integrated, desirable and high quality residential development that meets the needs of the local community and provides a large proportion of enhanced public open space on site.

The Vision

To create a high quality landscape-led residential development with enhanced local pedestrian and cycle connectivity. Land north of Manchester Road/A57 will provide new homes within a high quality residential setting to meet local needs, whilst reinforcing the new Green Belt boundaries.

The development will:

- Deliver high quality new homes: The development will comprise high quality homes, including market and affordable housing, which recognise the existing form and quality of Hollins Green and are sensitive to the surrounding local area;
- Be sensitively designed and integrate successfully into the surroundings: The development at the site will be of a high quality design that will complement and enhance the existing environment and create a good standard of amenity and living environment;
- Achieve a choice of housing: The development will deliver a range of housing tenures, types and sizes, including family homes with gardens, homes for first time buyers and lifetime homes to provide for older persons on site;
- Invest in the community: The development of the site will represent significant private sector investment and will contribute positively to the creation of additional direct and indirect employment both during and after the development;
- Deliver enhanced public space on site: The development of the site will include 1.18ha of enhanced public open space to the south-west adjacent to the strengthened Green Belt edge. There is the potential for a Local Equipped Area for Play ('LEAP') or a Village Park to be located within this area;
- Create a safe and desirable place to live: The residential development at the site will be sensitively designed to ensure the creation of a safe and attractive environment that discourages crime and builds upon the strength of the local community;
- Provide 30% affordable housing on site: The development will achieve 30% affordable housing at the site;
- Provide good cycling and pedestrian routes: The development will provide good cycling and walking routes across the site that connect to the wider existing footway network and public right of way to the north and provide connectivity with the existing community; and
- Contribute to the provision of community facilities: The development will contribute towards the provision of additional primary and secondary school places, and the provision of primary care capacity.

Site Opportunities and Constraints Plan

-  Existing vegetation to be retained where possible
-  Potential to strengthen the greenbelt edge with new planting
-  Approved adjacent residential development
-  Pumping station
-  Existing Public Right of Way
-  Potential for new link to the existing community
-  Opportunity to create a central nodal feature
-  Anticipated location of single point of vehicular access
-  Low point of the site being suitable for surface water attenuation features



Site Opportunities and Constraints

The vision for the site originates from careful analysis of its characteristics, context and opportunities and constraints.

The site is adjacent to Manchester Road, which bounds the site to the south-east. Manchester Road is a wide two-lane single carriageway local distributor road as it passes the site, with footway provision along the northern side of the road. The road forms a key link running east from Liverpool to Lincoln via Warrington, Cadishead, Irlam, Patricroft, Eccles, Salford and Manchester. Safe and viable highway access to the site could be taken from Manchester Road, with the opportunity to enhance pedestrian and cycle access via Warburton View and Marsh Brook Close.

Existing trees and hedgerows to the western, south-western and south-eastern edge of the site will be retained and enhanced to strengthen the new Green Belt edge. The area of public open space to the south of the site will create a soft edge with the Green Belt beyond the site, whilst accommodating a children's play area and surface water attenuation features. There is the potential for different planting strategies along the Manchester Road frontage, the new Green Belt edge and the public right of way corridor. Further planting along streets and within private frontages could reinforce different street typologies at the site.

The public right of way 'Rixton with Glazebrook 11' runs along the north-eastern boundary of the site connecting Manchester Road to Marsh Brook Close. There is potential to provide an enhanced landscaped buffer to the north-east of the site adjacent to the public right of way to maintain amenity for those using the route. There are also opportunities for connections to the public right of way and for a new footpath network within the open space areas on site. High quality housing will create positive frontages

to the public right of way corridor and the new urban edge providing natural surveillance. The proposed pedestrian and cycle links at the site will extend the network of publicly accessible routes through the site into new recreational greenspaces which will benefit existing and future residents.

The site slopes gently from north to south towards Marsh Brook which crosses the southern part of the site from west to east. The site is located entirely within Flood Zone 1. Owing to the natural topography of the site, there is the potential to create a surface water attenuation basin to the south of the site at the existing low point as part of a sustainable drainage system.

An analysis of the site has been carried out to determine the principal constraints and opportunities that underpin the vision for the development. The key constraints and opportunities presented by the site include:

- Enhanced connectivity between the site and its surroundings to promote sustainable transport for pedestrians and cyclists;

- The need to ensure that the proposed development has an appropriate interface with Manchester Road;
- The need to ensure that the residential amenity of existing and prospective residents is maintained through effective landscaping;
- Reinforced new Green Belt boundaries and an enhanced public right of way; and
- The inclusion of an area of open space in the southern part of the site for recreational use and to provide a soft edge with the new Green Belt beyond the site.

There is the potential on the site to develop a high quality landscape-led scheme set out around an efficient landscape structure and with opportunities for the creation of character to inform legibility and a sense of place, whilst reinforcing the new Green Belt boundaries and improving connectivity with the established settlement of Hollins Green.

Development Framework

The concepts that underpin the Illustrative Masterplan respond directly to the characteristics of the site. The following key concepts have been identified.

Concept Plans

Movement



There is potential to create a simple hierarchy of street typologies that form a legible movement network. The links and streets would converge at the central 'Arrival Node', with opportunities for connections to the public right of way and for the creation of a new footpath network within open space areas to facilitate exercise, dog walking and leisure walks. The connection along the existing street network also offers an opportunity for a safe route to school for new residents.

- Existing Public Right of Way
- Potential for new link to the existing community
- Anticipated location of single point of vehicular access
- Opportunity to create a central nodal feature
- "Crescent" forming internal loop
- "Lanes" serving development zone edges

Green Infrastructure



- Existing vegetation to be retained where possible
- Potential to strengthen the greenbelt edge with new planting
- Potential for planting within and at the edges of the development zone
- Low point of the site being suitable for surface water attenuation features

As part of the site's development, there is potential to reinforce the existing trees along the new Green Belt boundaries with additional tree planting. The area of open space to the south of the site could accommodate a children's play area and surface water attenuation features. The 'Arrival Node' could include new planting as part of a landscape character approach. Different street typologies could be reinforced by planting along streets and within private frontages and various planting strategies could be employed along the Manchester Road frontage, to the urban edge and within the public right of way corridor.

Concept



- Potential to strengthen the greenbelt edge with new planting
- Development Cells
- Opportunity to create a central nodal feature
- Existing Public Right of Way
- Potential for new link to the existing community
- Anticipated location of single point of vehicular access
- "Crescent" forming internal loop
- "Lanes" serving development zone edges
- Low point of the site being suitable for surface water attenuation features

The proposed development would comprise a landscape-led scheme set around an efficient structure and with opportunities for the creation of character to inform legibility and a sense of place.

Illustrative Masterplan

-  Application site boundary
-  Existing (retained) tree & hedge and root protection area
-  Indicative proposed planting (see landscape plan for details)
-  Existing Public Right of Way
-  Proposed pedestrian/cycle link
-  Potential for equipped play/LEAP



Open Space Provision Plan

Illustrative Masterplan

An Illustrative Masterplan has been prepared by nineteen47 on behalf of Richborough Estates. The Illustrative Masterplan shows that the site can accommodate 100 dwellings, whilst also retaining 1.18ha of public open space at the south-west of the site. The Illustrative Masterplan demonstrates that a minimum density of 30 dwellings per hectare can be achieved at the site.

Vehicular, pedestrian and cycle access to the site will be created to the south-east off Manchester Road/A57. The proposed access from Manchester Road/A57 will take the form of a priority T-junction with ghost-island right-turn lane. The houses at the site will be accessed via private drives taken off the internal road network.

A pedestrian and cycle link will be created to the north-west of the site from Marsh Brook Close connecting to the internal estate roads and to the proposed pedestrian and cycle link running through the public open space to the south of the site. A pedestrian and cycle link will also be created through the site to Warburton View to the north, enhancing links to the wider area.

The internal estate roads are situated to the north of the site and do not cross the proposed public open space located at the southern part of the site, which is highlighted as having the potential to accommodate a LEAP or Village Park. The area to the south of the site will be managed and maintained to create a usable and attractive amenity space for prospective residents, which will create a soft edge with the Green Belt beyond the site.

The Green Belt edge to the west, south-west and south-east will be strengthened through the retention of existing trees and hedges, in addition to new planting as detailed on the Illustrative Masterplan. This new planting will reinforce the new Green Belt boundaries.

Landscaping along the south and south-east boundary of the site will restrict views into the site from Manchester Road/A57. A landscaped buffer will also be retained and enhanced to the rear of the residential properties to the north of the site and adjacent to the existing public right of way.



7.

Deliverability of Development

7. Deliverability of Development

The NPPF emphasises the importance of ensuring that a sufficient amount and variety of land can come forward where it is needed, in line with the Government's objective to significantly boost the supply of homes. This section of the Development Statement demonstrates that the site is suitable, available and achievable and is very well positioned to meet the growth needs of the Borough in accordance with the NPPF.

To be considered deliverable, sites should:

- **Be Suitable:**
A site is considered suitable for development if it offers a suitable location for development now.
- **Be Available:**
A site is considered available if it is available for housing now.
- **Be Achievable:**
A site is considered achievable where there is a realistic prospect that housing will be delivered on the site within five years.

A Suitable Site

The site is a self-contained parcel of land measuring approximately 4.27 hectares located immediately adjacent to the existing settlement boundary of Hollins Green, with immediate access to the strategic road network (Manchester Road/A57). Hollins Green is identified as an 'Inset Settlement' in the emerging Local Plan meaning that it is excluded from the Green Belt and is a suitable location for appropriate and sustainable development. The village benefits from a good level of local facilities and public transport links, and is also within ease of access to employment opportunities at Birchwood.¹ Therefore, the site is an appropriate and sustainable location to direct a proportion of Warrington's future housing growth.

The site represents a sustainable and logical option for Green Belt release owing to its strong physical and defensible boundaries to the west, south-west and south-east, and its location immediately adjacent to the south-west of Hollins Green. The site is proposed for Green Belt release in Policy GB1 of the emerging Local Plan.

The site is considered to be suitable for housing in Policy OS4 of the emerging Local Plan, within which the site is allocated for residential development comprising a minimum of 90 dwellings. The Illustrative Masterplan demonstrates that the site can accommodate 100 dwellings, whilst also retaining 1.18ha of public open space at the south of the site and strengthening the new Green Belt boundaries.

The site represents a suitable and excellent development prospect given its ability to deliver housing in a sustainable location, well related to the existing urban area, to help meet current and planned housing needs within the Borough. The development of the site will deliver much needed housing in the short-term, in accordance with Policy OS4, without having to rely on the delivery of new infrastructure. Therefore, the site is suitable for development.

An Available Site

Richborough Estates has entered into an agreement with the landowners to actively promote the site for residential development. Richborough Estates has a proven track record of facilitating the delivery of high quality housing developments on suitable and sustainable sites and can confirm that the site can be delivered for housing within the early phases of the Local Plan period. Richborough Estates has promoted the site for residential development throughout the Local Plan process and will continue to do so to commit to its delivery early within the Plan period.

An Achievable Site

The site could accommodate a minimum of 90 dwellings, as shown on the Illustrative Masterplan for the site and as detailed in Policy OS4.

Policy OS4 states that development is expected to come forward quickly upon adoption of the Local Plan and that development will be completed in full within the first 10 years of the Plan period. This Development Statement demonstrates that there are no technical or physical constraints preventing the site from coming forward for development. Therefore, there are no technical constraints that would prevent or delay the site from coming forward within the first 5 years of the Plan period. The site is therefore available for development in the immediate term, supporting the site's allocation in the Plan.

The site presents an opportunity to make an important contribution towards the housing requirement in Warrington on land proposed for Green Belt release and allocated for residential development in the emerging Local Plan. Consequently, the site is achievable.

Summary

This section of the Development Statement demonstrates successfully that the site is suitable, available and achievable and can deliver residential development in accordance with Policy OS4 within the first 5 years of the Plan period. It is proposed for Green Belt release and identified as a housing allocation comprising a minimum of 90 homes within the emerging Warrington Local Plan.

8.

Conclusions

Illustrative Masterplan

-  Application site boundary
-  Existing (retained) tree & hedge and root protection area
-  Indicative proposed planting (see landscape plan for details)
-  Existing Public Right of Way
-  Proposed pedestrian/cycle link
-  Potential for equipped play/LEAP



8. Conclusions

The site offers an excellent opportunity to contribute positively towards meeting the future housing needs of Warrington. This Development Statement presents the case for removing the site from the Green Belt and allocating the site for housing development, as proposed within the Proposed Submission Version Local Plan.

In summary, this Development Statement has illustrated that:

- The site represents a logical and wholly appropriate extension to the existing urban area of Hollins Green;
- The site is self-contained and has strong physical boundaries, with Manchester Road/A57 to the south-east and existing housing to the north-east and north-west. The western, south-western and south-eastern boundaries of the site will be reinforced through a well-designed landscape scheme;
- The site does not meet the five purposes of the Green Belt set out in the National Planning Policy Framework and Richborough Estates' own assessment concludes that the site makes a weak contribution to the Green Belt;
- The site is situated in a sustainable location within close proximity to existing services and facilities in Hollins Green and employment opportunities at Birchwood;
- The site can accommodate a high-quality residential development that integrates successfully with the existing built and natural environment, and includes 1.18ha of public open space;
- The development of the site will allow for the provision of good quality cycling and walking routes within the site to connect the site to the wider footway network and existing public right of way to the north-east, promoting connectivity with the existing community;
- The site is suitable, achievable and available for residential development in accordance with national planning policy;
- The site will deliver a range of housing tenures, types and sizes, including a mix of market and affordable housing to meet local needs; and
- There are no identified technical or environmental constraints that would prevent the delivery of housing on the site.

Consultant Team

The development team consists of the following consultants:

- Richborough Estates Ltd - Client
- Avison Young - Planning Consultant
- nineteen47 - Illustrations
- Tyler Grange - Landscape Consultant
- RammSanderson Ecology Ltd - Ecology Consultant
- BWB Consulting - Drainage and Flood Risk Consultant
- Hub Transport Planning - Highways Consultant



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