

Planning Committee
26 July 2012

Reference:
APP/12/00289

Area Team:
North Team

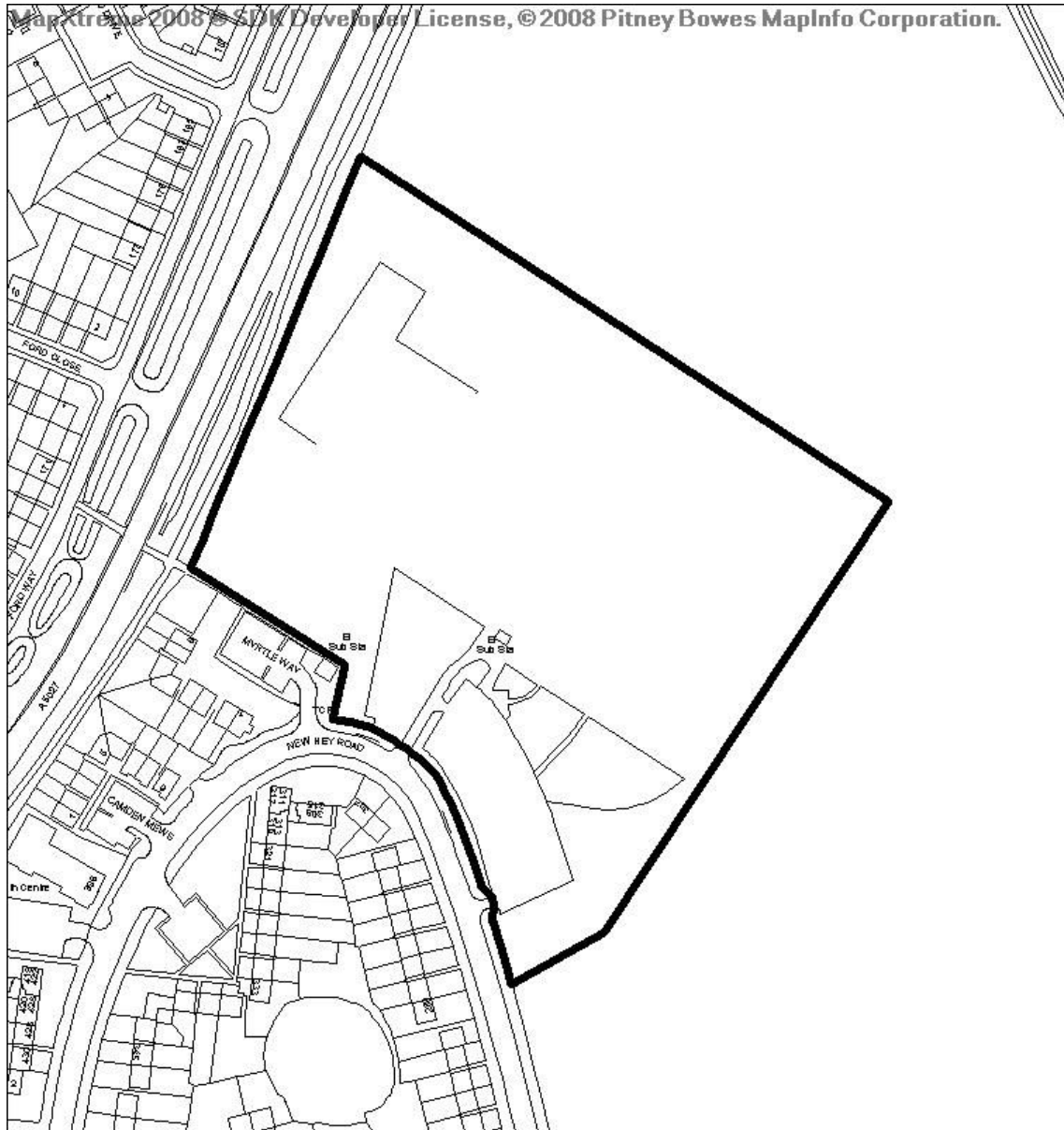
Case Officer:
Mr K Spilsbury

Ward:
Upton

Location: Vacant School, NEW HEY ROAD, WOODCHURCH
Proposal: Residential development comprising 155no. residential dwellings at land of the former St Benedicts School, New Hey Road Woodchurch Wirral

Applicant: Mansell Partnership Housing/Wirral Partnership Homes
Agent : Nicol Thomas Ltd

Site Plan:



Development Plan allocation and policies:

Road Corridor subject to Environmental Improvement
Primarily Residential Area
Green Belt

Planning History:

APP/2007/6459 - Erection of 190 dwellings with highway, landscaping and other associated works -
Approved 27.01.2009

Summary Of Representations and Consultations Received:**REPRESENTATIONS**

Having regard to the Council's Guidance on Publicity for Applications, neighbour notification letters were sent to 93 neighbouring properties, and a site notice was also posted. At the time of writing this report no representations have been received.

CONSULTATIONS

Director of Technical Services (Traffic and Transportation Division) – no objection subject to conditions and a section 106 legal agreement .

Director of Law, Human Resources and Asset Management (Environmental Health Division) – no objection subject to conditions.

Environment Agency - Recommend that appropriate conditions be attached to any permission.

Director's Comments:**REASON FOR REFERRAL TO PLANNING COMMITTEE**

The application seeks permission for the erection of 155 dwellings which is defined as Major Development and is therefore required to be considered by the Planning Committee under the Council's adopted Scheme of Delegation for Determining Planning Applications.

INTRODUCTION

The proposal is for the erection of a residential development comprising 155no. residential dwellings at land of the former St Benedicts School, New Hey Road Woodchurch Wirral.

The site has a previous consent for 190 residential dwellings and associated highway, landscape and other associated works (APP/2007/06459).

The applicant states that this permission has been implemented as the previous school has been demolished and drainage connections have been made on site which has been formally recorded by the building inspector.

PRINCIPLE OF DEVELOPMENT

The proposed development is a departure from Wirral's Unitary Development Plan as it is located within an area of Green Belt. Policy GB2 Guidelines for Development in the Green Belt states:

Within the Green Belt there is a general presumption against inappropriate development and such development will not be approved except in very special circumstances. Planning permission will not be granted for development in the Green Belt unless it is for the purposes of:

- I. agriculture and forestry;
- II. essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- III. the limited extension, alteration or replacement of existing dwellings, subject to Policy GB4 and Policy GB5;
- IV. the limited infilling in existing villages, subject to Policy GB6, including limited affordable housing subject to local community needs;
- V. the limited infilling or redevelopment of major existing developed sites identified under

Proposal GB9

Such appropriate development shall not damage the visual amenities of the Green Belt by virtue of its siting, materials or design.

The site also lies outside of the area designated for new housing development in the Council's Interim Planning Policy for New Housing Development. The Interim Planning Policy restricts planning permissions for new housing development outside the identified regeneration priority areas. The Council's Cabinet adopted the new policy for development control purposes on 20th October 2005 and the new policy came into force on 30 October 2005. The aim of the new policy is to focus new housing development into the Housing Market Renewal Initiative Area in Rock Ferry, Tranmere, Birkenhead and Seacombe and other regeneration priority areas.

However due to the fact that there is a previous planning permission on site for 190 dwellings under planning reference APP/2007/6459, the principle of the development has been established. Confirmation that the scheme has been implemented on site has been submitted by the developer within the supporting documentation.

SITE AND SURROUNDINGS

The site is the former St Benedict's High school which closed in 2001. The school has been demolished and as such the area is made up of a mixture of hardstanding and rubble with some areas of grass towards the periphery of the site. It is located on New Hey Road on the North East edge of the Woodchurch area, which lies to the west of the M53 but is located within the North West Metropolitan Area. Woodchurch is a predominantly residential area developed in the 1930's with the layout based on the Garden City concept with a series of short terraced properties set back from roads or located around islands to create informal areas of open green space.

The site itself is located in close proximity to the motorway and one of the main routes into Woodchurch, forming the 'gateway' site to Woodchurch. It is 1.578 ha (3.067 acres) and comprises of a series of school buildings of varying scales, associated parking areas, hard surfaced playing areas and some landscaped areas. The site is relatively regular in shape forming a diamond shape, with its corners facing north, south east and west and its main boundaries facing northeast, southeast, southwest and northwest accordingly.

The proposed development site is separated from the schools original playing fields (now unused) by a metal palisade fence which defines the boundary of the site. The northwest boundary of the site is defined by A5027 Upton By-Pass, a busy dual carriageway which crosses over the M53 to Birkenhead to the east and leads towards Upton to the west.

POLICY CONTEXT

National Planning Policy Framework (March 2012)

The National Planning Policy Framework states; To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

In addition the Government attaches great importance to Green Belts to prevent urban sprawl,

prevent towns from merging, stop countryside encroachment, preserve the setting and character of historic towns and assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Regional Spatial Strategy

Policy DP1 - Economy in the Use of Land and Buildings

The site is previously developed land and therefore sequentially preferable in those terms to sites that have not been previously developed (greenfield sites). Policy DP1 also refers to the need to address the speedy redevelopment of vacant and derelict land and buildings.

Policy DP3 - Quality in New Development

The proposed development has been amended at the request of the Local Planning Authority to comply with the principles of Quality in New Development. The design of the proposed apartments has been amended to be more sympathetic with the surrounding housing and a greater mix of housing type has been introduced to add interest to the proposed street scenes.

Policy SD1 - The North West Metropolitan Area - Regional Poles and Surrounding Areas

The St Benedict's site is within the North West Metropolitan Area, as defined in the Regional Spatial Strategy. However, the site is outside the Council's regeneration priority area, as defined in the Council's Interim Planning Policy for Housing Development and this has therefore to be weighed against the statutory plan (RSS).

Policy UR4 - Setting Targets for the Recycling of Land and Buildings

RSS Policy UR4 requires that local authorities make full use of their extensive powers to ensure that any existing or emerging areas of derelict and abandoned buildings are immediately identified and swiftly addressed. In Wirral, 65% of all new housing should be on previously developed land. The St Benedict's proposal is consistent with the aims of Policy UR4.

Policy URL - Affordable Housing

Within the supporting statement the applicant, Mansell, is constructing 155 dwellings in partnership with Wirral Partnership homes of which 131 are affordable. This has been considered in the context of the Council's Strategic Housing Market Assessment, and is discussed below.

Wirral Unitary Development Plan (adopted February 2000)

Policy URN1 - Development and Urban Regeneration

The St Benedict's proposal is in conformity with the aim of Policy URN1 of the Wirral UDP to re-use neglected, unused or derelict land. However, Policy URN1 also refers to the need to protect sites in the approved Green Belt from inappropriate development. The case for exceptional circumstances to overcome the Green Belt policy against such inappropriate development has been established by the previous permission on the land for 191 dwellings.

Policy HSG2 - Affordable Housing

The applicant states that of the 151 dwellings constructed 131 will be affordable units for Wirral Partnership Homes. This element is to be secured through the use of a S106 planning obligation, if Members agree to the recommendation of approval.

Policy HS4 - Criteria for New Housing Development

The Local Planning Authority has negotiated with the applicant to amend the scheme so that it will comply with Policy HS4. The layout and design has been amended and is now considered to be of a scale which relates well to the surrounding properties with regard to existing densities and form.

The scheme will regenerate a derelict site and is considered to tie into the existing fabric of the area by creating a new housing scheme with appropriate landscaping and boundary treatment which relates the proposed development to its surroundings.

The applicant has submitted a designing out crime statement that shows every intention of complying with the secured by design principles and is therefore considered to provide the appropriate design features that will contribute to a secure environment and reduce the likelihood of crime.

There is appropriate accessible public open space surrounding the proposed apartments within the site as well as sufficient private garden space for each dwelling. It is therefore considered that the proposed scheme complies with the principles of Policy HS4 - Criteria for New Housing Development.

Policy HS6 - Principles for Affordable Housing

As stated above the applicant is providing 131 units affordable housing in partnership with Wirral Partnership homes.

Policy GB2 - Guidelines for Development in the Green Belt

The development proposed at the former St Benedict's site is within green belt land as set out in Policy GB2 of the UDP. The principle of the development has already been established by the previous planning application (APP/2007/6459) and as this scheme represents a less dense scheme with more open space than that of the previous application the overall principle is deemed acceptable.

Interim Planning Policy for New Housing

Whilst the St Benedict's site is within the North West Metropolitan Area in RPG13 and therefore within a regionally recognised regeneration priority area, the Council has experienced significant pressure for new residential development, both outside the NWMA and within it, outside the HMRI area.

In October 2005, the Council adopted an Interim Planning Policy for New Housing, which restricted new development outside defined regeneration priority areas, which had the HMRI area at their core.

New housing development outside the regeneration priority area (which includes the Beechwood estate but not Woodchurch), is restricted to one-for-one replacement or where a series of criteria can be satisfied. The four criteria all have to be satisfied:

- (i) that the proposal will not harm urban regeneration within the Housing Market Renewal Area or within the regeneration priority areas; and
- (ii) that the proposal will not harm the character of the adjoining area; and
- (iii) that the proposal will assist the regeneration of the site; and
- (iv) that the proposal will meet an identified housing need.

In this instance the principle for housing has already been established by the extant approval. The application represents a reduction in overall housing units but an increase in affordable housing.

The Council's Housing Market Renewal Initiative team have confirmed that the St Benedict's proposal will not adversely impact on the HMRI programme and the site is clearly in need of regeneration due to its derelict condition. The issue of harm to the character of the adjoining area is to be seen in the context of the Green Belt to the south of the site, as residential development is in character with uses to the north and west.

Housing Need

In terms of need and demand, Wirral's 2010 SHMA update clearly sets out an annual requirement for a net additional 2784 dwellings for all wards over the period 2009-2029. Of this net figure, the need for Wirral's RSS Rural Area in which this site is located (adjusted for affordable housing) is for 1286 dwellings per year, made up of 546 units of market housing and 740 units of affordable and intermediate housing. This proposed development would go some way to meeting this need by supplying 131 units of affordable housing and 24 units of market housing.

The proposed development would create a choice of housing size, type and tenure, which is in keeping with the strategic aim for inclusive, mixed communities.

The market housing element of the scheme proposals are for two, three and four bed houses, while the affordable housing element has focused on two and four bed houses, bungalows and apartments. This goes some way to meeting the needs identified in the SHMA for the Rural Area for 184 two bed units and 52 four bed units over the period 2009-2029.

Supporting this, analysis of the Wirralhomes choice based lettings data gives an indication of demand

for affordable housing in the Upton ward. During 2010/11 45 two bed units were advertised through Wirralhomes with an average of 41 applicants per unit, with just 1 four bed unit advertised which attracted 50 applicants. The average number of applicants per unit for the borough is 37.

Supplementary Planning Document SPD2 - Designing for Self-contained Flat Development and Conversions, October 2006

The Supplementary Planning Document - Designing for self-contained flat development and conversions (adopted October 2006) states, para 3.3: "To promote sustainable growth and social inclusion, the Local Planning Authority will expect major developments of 10 or more flats or schemes with a density above 50 dwellings per hectare, to be located within 400 metres safe walking distance of a Key Town Centre or Traditional Suburban Centre. Proposals in excess of 50 dwellings per hectare beyond 400 metres from the above centres would be unlikely to receive planning permission".

All sites for self contained flats must also be accessible by good transport links to and from main employment areas, schools, shops, health, and leisure and entertainment facilities. Walking and cycling are the most sustainable forms of transport but proximity to main bus routes and railway stations is important if public transport is to be a viable option to the motor car for longer journeys. The proposed density of the scheme is less than that of the approved development on the site and despite being located within the Green Belt is clearly previously developed land and is located within an established urban area with existing facilities, services and utilities all in close proximity. Upton Village Centre, which has a large range of services is within walking distance of the site as well as two supermarkets, Sainsbury's and Asda. There are also an abundance of primary and secondary schools within walking distance of the scheme, together with Woodchurch Leisure Centre located on Carr Bridge Road.

The site is accessible by a range of transport modes. Upton train station, which provides regular services to Bidston for connections to Birkenhead, Liverpool and beyond. The Station is a short walk along Ford Way on the opposite side of the M53

It is considered that this development represents a similar density to the surrounding area and is within walking distance of a range of transport modes, public amenity and open space and is considered to therefore be acceptable.

APPEARANCE AND AMENITY ISSUES

As with the previous scheme the application is for a mixture of dwelling houses and apartments. The apartments are split into two blocks, the first located on the eastern boundary is a 4 storey block containing 24 apartments, the second is a 3 storey block containing 18 apartments. Both have a dedicated private residential amenity space.

The dwellings houses are split into a mix of unit sizes and types which includes six bungalows. The scheme has been designed with Wirral Partnership Homes in mind and as such the layout of the dwellings meets the building for life principles.

Landscaping is been an integral part of the proposed scheme, with an area of public open space at the heart of the development. Should members be minded to approve the scheme a condition can be imposed to secure the details.

The scale and height of the development is predominantly two storey which ties in with the urban fabric of the area surrounding area. The central three storey apartment block is set within an area of private amenity space adjacent to the public open space. The four storey block is located on the Western periphery of the site adjacent to the A5027 Upton By-Pass.

The applicant states that the main objectives of the scheme is to provide a well planned and designed environment in which people will want to live, socialise and play. The dwellings are simple in design and reflect the character and forms of the surrounding housing stock.. The dwellings are fairly traditional in aesthetic. Where there are prominent vistas or where units turn the corner, blank gables have been avoided and windows introduced to add interest.

SEPARATION DISTANCES

Following consultation with the Local Planning Authority the application has been amended to ensure

that the local planning authorises standard separation distances are met. Main habitable room windows are at least 14 metres from any blank gable and habitable room windows directly facing each other are at least 21 metres apart. Individual units have been sited and designed to ensure a sufficient habitable outlook has been maintained. For example the main aspect of plots 33, 41, 48 and 58 have been changed to ensure the habitable rooms have a sufficient outlook without being overlooked.

HIGHWAY/TRAFFIC IMPLICATIONS

Vehicle access into the site is proposed via a new priority junction off New Hey Road, approximately 70m southeast of Myrtle Way.

Savell Bird & Axon (Transport and Traffic Consultants), on behalf of the applicant have submitted a Transport Statement (TS) with an appended Travel Plan in support of the application, which has been checked by the Traffic Management Division.

The TA deals with issues such as accessibility of site by means other than the car and a comparison of this proposal with the previously consented scheme for 190 units (APP/2007/6459).

In terms of accessibility, the TS indicates that the site is well situated for access to public transport and is adjacent to the National Cycle Network. There are also a number of local amenities within a reasonable walking distance.

The TA reiterates that it would be necessary to consider appropriate mitigation works at the junction of Houghton Road / Upton Bypass / Salacre Lane. This would be in the form of a signalised staggered crossroads junction and an indicative layout has been developed.

Therefore, a Section 106 agreement is requested in order to secure the necessary work at the junction and a commuted sum of money to cover maintenance of the signal equipment for a period of 15 years.

If a signalised junction were to be provided at this location, it would include appropriate facilities for pedestrians and involve the removal of an existing pelican crossing facility on Upton Bypass to the immediate northeast of the junction.

A signalised junction at this location would be likely to result in some minor delays to journey time for vehicles on Upton Bypass, but with the appropriate optimisation of signal timings it is considered that these minor delays could be kept to a minimum.

The proposed parking provision for the development is within the maximum standards for residential properties and comprises a mix of shared courtyard style parking for the apartments and individual driveway parking for the houses. The layout of the proposed road network within the development would generally encourage low traffic speeds.

In conclusion, this proposal would increase traffic volumes on the surrounding network and particularly the New Hey Road / Houghton Road / Upton Bypass route. However, it is considered that subject to the mitigation work identified above there is capacity within the network to cater for the increased traffic volumes. Therefore, subject to a Section 106 legal agreement and a condition to secure details of construction, road markings, traffic signs, etc there are no sustainable reasons for refusing this application on either highway safety or congestion grounds.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

Wirral Partnership Homes (WPH), as developer of 131 of the 155 units proposed, is part of the Riverside Partnership. The partnership is a leader in promoting sustainable development and has been recognised for the innovative work in sustainability via a number of awards.

The Code for Sustainable Homes (CfSH) is a preferred nationally recognised tool to measure sustainable developments but takes a holistic, 'whole house', approach to measuring sustainability.

The applicant states that as a minimum the 131 homes for WPH on the development at New Hey Road will achieve Level 3 CfSH, with the 24 homes for sale adopting the same specification in relation to meeting U-values. This requires the development to achieve a significant improvement over current Building Regulations with better U-values and lower air leakage standards to reduce heat loss. It also

requires standards to be met in terms of water usage and reduction of peak flow of water runoff from drainage, day lighting, energy efficiency of appliances and waste management. It encourages recycling in both the construction and life of the building and looks at the carbon footprint of the materials used in the construction, ensuring that they are responsibly sourced. Their approach to CfSH also enables the building to be suitable for the lifetime of the residents (by meeting Lifetime Homes Standards) whilst the energy saving measures help reduce fuel poverty. There are a number of ways to achieve the 'scorings' required to meet CfSH Level 3. As a principle WPH adopt the same 'Energy Hierarchy' set out in EM15 of the Regional Strategy:

- Minimise energy demand
- Encourages efficient energy use
- Use renewable energy

By adopting an 'Energy Hierarchy' approach to achieving Level 3 of the Code for Sustainable Homes the proposals at New Hey Road will provide homes that require less energy to run than units built to meet the minimum requirements of Building Regulations. Indeed this scheme will be more sustainable across the life of the buildings than a scheme required to meet minimum Building Regs standards with 10% renewables added to satisfy EM18.

In achieving Level 3 priority of resources has been given to maximizing energy efficiency through the fabric of the building and reducing energy demand before renewable and low-carbon technologies are considered. This means the proposals at New Hey Road provide homes that are energy efficient, reduce fuel bills for residents and meet the sustainability aspirations sought in the RSS policies.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

Whilst the scheme is a departure from Wirral's Unitary Development Plan, the extant planning consent for 190 dwellings on the site is a material consideration in the determination of the application. The scheme represents an improvement on the previous approval with an increase in the provision of affordable housing and less dense development that ties in with the Urban fabric of the area. It is therefore recommended that the balance of material considerations in this case is sufficient to grant planning permission subject to a section 106 legal agreement to address affordable housing needs and to secure the necessary work at the junction of Houghton Road / Upton Bypass / Salacre Lane and a commuted sum of money to cover maintenance of the signal equipment.

Summary of Decision:

Having regards to the individual merits of this application the decision to grant Planning Permission has been taken having regards to the relevant Policies and Proposals in the Wirral Unitary Development Plan (Adopted February 2000) and all relevant material considerations including national and regional policy advice. In reaching this decision the Local Planning Authority has considered the following:-

Whilst the scheme is a departure from Wirral's Unitary Development Plan, the extant planning consent for 190 dwellings on the site is a material consideration in the determination of the application. The scheme represents an improvement on the previous approval with an increase in the provision of affordable housing and less dense development that ties in with the Urban fabric of the area. It is therefore recommended that the balance of material considerations in this case is sufficient to grant planning permission subject to a section 106 legal agreement to address affordable housing needs and to secure the necessary work at the junction of Houghton Road / Upton Bypass / Salacre Lane and a commuted sum of money to cover maintenance of the signal equipment.

Recommended Decision: Approve subject to a Section 106 Legal Agreement

Recommended Conditions and Reasons:

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.

2. Before any construction commences, samples of the facing/roofing/window materials to be used in the external construction of this development shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall then be used in the construction of the development.

Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity and to comply with Policy HS4 & HS13 of the Wirral Unitary Development Plan.

3. No development shall be commenced until full details of soft and hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall detail the locations, species and heights of all existing and proposed trees, shrubs and hedge planting and all existing and proposed grassed and hard surfaced areas and any other natural or proposed features.

Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area and having regard to Policy GR5 (Landscaping and New Development.) of the Wirral Unitary Development Plan.

4. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years from the completion of the scheme shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area and having regard to Policy GR5 (Landscaping and New Development.) of the Wirral Unitary Development Plan.

5. All hard and soft landscape works shall be carried out in accordance with the approved details as set out in Condition 3. The works shall be carried out in accordance with a programme to be agreed with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area and having regard to Policy GR5 (Landscaping and New Development.) of the Wirral Unitary Development Plan.

6. Before the development hereby permitted is first commenced, a datum for measuring land levels shall be agreed in writing. Full details of existing and proposed ground levels and proposed finished floor levels shall be taken from that datum and submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plan(s). The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interests of amenity.

7. No development shall take place until details of any gates, walls and fences to be erected as part of the proposed development have been submitted to and approved by Local Planning Authority. Any gates, walls and fences comprised in the approved details shall be erected prior to the commencement of the development.

Reason: In the interests of the residential amenity of future occupiers.

8. Details of the proposed windows shall be submitted to and agreed in writing with the Local Planning Authority before the commencement of the development. The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interests of the residential amenity of future occupiers.

9. Development shall not commence until a scheme for the provision of cycle parking has been submitted to and agreed in writing by the local planning authority. The cycle parking facility shall be erected in accordance with the approved details prior to the occupation of the development hereby approved and retained as such thereafter.

Reason: To promote the use of more sustainable forms of transport. This condition is imposed having regard to policy TR12 (Requirements for Cycle Parking) of the Wirral Unitary Development Plan.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) the enlargement, of the dwelling(s) or any addition to the roof or the erection or construction of a porch shall not be carried out.

Reason: Any such extensions have the potential to harm the character of the area and the amenity of nearby residents having regard to Policy HS4 (Criteria For New Housing Development) of the Wirral Unitary Development Plan.

11. The development hereby permitted shall not be commenced until such times as a scheme for the provision and implementation of a surface water regulation system has been submitted to, and approved in writing by, the Local Planning Authority. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of Sustainable Drainage Systems (SuDS) and the results of the assessment provided to the Local Planning Authority.

Reason

To prevent flooding by ensuring a satisfactory storage and disposal of surface water from the site.

12. Before development hereby approved commences, further details of the boundary treatment to those properties closest to the site boundaries shall be submitted to and agreed in writing by the local planning authority. The proposed boundary shall be constructed either 2m in height of close boarded fencing to an enhanced specification or to a brick finish. The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

Reason: In the interests of residential amenity.

13. Before development commences a Residential Travel Plan will be submitted to and approved in writing by the local planning authority. The provisions of the Travel Plan shall be implemented and operated in accordance with the Residential Travel Plan and shall not be varied other than through agreement with the local planning authority.

Reason: For the avoidance of doubt, such a plan shall include:

- Access to employment, shopping and leisure from the site by residents
- Information on existing transport services to the site and travel patterns;
- Travel Plan principles including measures to promote and facilitate more sustainable transport;
- Realistic targets for modal split;
- Identification of a Travel Plan co-ordinator and the establishment of a travel plan steering group;
- Measures and resource allocation to promote the Residential Travel Plan; and
- Mechanisms for monitoring and reviewing the Residential Travel Plan, including the submission of an annual review and action plan to the local planning authority.

Reason: To promote sustainable forms of transport.

14. The development hereby permitted shall not be commenced until such time as a scheme

for the management of overland flow from surcharging of the site's surface water drainage system has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the proposed ground levels and proposed building finished floor levels.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

15. The development hereby permitted shall not be commenced until such time as a scheme for the management of overland flow from surcharging of the site's surface water drainage system has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the proposed ground levels and proposed building finished floor levels.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

16. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure a safe form of development that ensure the protection of controlled waters from land contamination

17. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure land contamination remediation has been completed to an appropriate standard.

18. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning

authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure a safe form of development from land contamination not previously identified on the development site.

19. Construction of the development authorised by this permission shall not begin until the local planning authority has approved in writing a full scheme of works for the construction of new highway and amendment of existing highway made necessary by this development, including all traffic signs, road markings and tactile paving and including vehicle access onto New Hey Road. The approved works shall be completed in accordance with the local planning authority's written approval and in accordance with a written timetable to be agreed with the local planning authority prior to commencement of construction and retained as such thereafter.

Reason: In the interest of Highway Safety.

Last Comments By: 08/06/2012 09:56:32

Expiry Date: 12/07/2012