



TRAFFORD
COUNCIL

AGENDA PAPERS MARKED 'TO FOLLOW'
PLANNING DEVELOPMENT CONTROL COMMITTEE

Date: Thursday, 13 November 2014

Time: 6.30 pm

Place: Committee Suite, Trafford Town Hall, Talbot Road, Stretford, Manchester
M32 0TH

A G E N D A	ITEM
2. MINUTES	
To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 9 th October, 2014.	2
5. APPLICATION FOR PLANNING PERMISSION 83717/FULL/2014 - COUNTRYSIDE PROPERTIES (UK) LTD AND GREAT PLACES HOUSING GROUP - TRAFFORD COLLEGE TECHNOLOGY CENTRE, MOSS ROAD, STRETFORD M32 0AZ	
To consider the attached report of the Head of Planning Services.	5
6. APPLICATION FOR PLANNING PERMISSION 83716/RM/2014 - COUNTRYSIDE PROPERTIES (UK) LTD AND GREAT PLACES HOUSING GROUP - TRAFFORD COLLEGE TECHNOLOGY CENTRE, MOSS ROAD, STRETFORD M32 0AZ	
To consider the attached report of the Head of Planning Services.	6
7. APPLICATION FOR PLANNING PERMISSION 83736/FULL/2014 - BRANLEY HOMES - FLIXTON RAILWAY STATION, FLIXTON ROAD, URMSTON M41 6JL	
To consider the attached report of the Head of Planning Services.	7

THERESA GRANT
Chief Executive

Membership of the Committee

Councillors Mrs. V. Ward (Chairman), D. Bunting (Vice-Chairman), Dr. K. Barclay, R. Chilton, N. Evans, T. Fishwick, P. Gratrix, D. O'Sullivan, B. Sharp, J. Smith, E.W. Stennett, L. Walsh and M. Whetton

Further Information

For help, advice and information about this meeting please contact:

Michelle Cody, Democratic Services Officer

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Email: michelle.cody@trafford.gov.uk

This agenda was issued on **Wednesday, 5th November 2014** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall, Talbot Road, Stretford
M32 0TH.

PLANNING DEVELOPMENT CONTROL COMMITTEE

9th OCTOBER, 2014

PRESENT:

Councillor Mrs. Ward (In the Chair),
Councillors Dr. Barclay, Bunting, Chilton, N. Evans, Fishwick, Hynes (Substitute),
O'Sullivan, Sharp, Smith, Stennett MBE, Walsh and Whetton.

In attendance: Head of Planning Services (Mr. R. Haslam),
Development Control Manager (Mr. D. Pearson),
Senior Regeneration Officer (Mr. M. Wansborough),
Senior Development Control Engineer – Traffic & Transportation (Ms. M. Zenner),
Director of Legal & Democratic Services (Ms. J. le Fevre),
Democratic Services Officer (Miss M. Cody).

Also present: Councillors Butt, Lally and Rigby.

APOLOGY

An apology for absence was received from Councillor Gratrix.

26. MINUTES

RESOLVED: That the Minutes of the meeting held on 11th September, 2014, be approved as a correct record and signed by the Chairman.

27. ADDITIONAL INFORMATION REPORT

The Head of Planning Services submitted a report informing Members of additional information received regarding applications for planning permission to be determined by the Committee.

RESOLVED: That the report be received and noted.

28. APPLICATIONS FOR PERMISSION TO DEVELOP ETC.

(a) Permission granted subject to standard conditions prescribed by statute, if any, and to any other conditions now determined

Application No., Name of Applicant, Address or Site

Description

77102/FULL/2011 – Mr. A. Haladh
– 139 Stamford Street, Old Trafford.

Change of use of property from offices to dwellinghouse (Use Class C3) and erection of a single storey rear extension (re-submission of 75760/FULL/2010).

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78010/FULL/2012 – Ms. Debbie Smith – Woodhouse Court, Davyhulme Road, Davyhulme.

Two storey extension to existing building (fronting Davyhulme Road) to provide 3 no. additional one bedroom apartments. Erection of garage block to provide 3 car parking spaces and cycle store. Associated alterations to site layout, access, car parking areas, existing garage block and landscaping.

81209/FULL/2013 – Mr. Tom Flemming – Land adjacent to 10 Massey Road, Sale.

Erection of a two storey terrace comprising of 3no. three bed dwellinghouses, with associated car parking and landscaping.

81755/FULL/2013 – The Diocese of Shrewsbury – St. Joseph's Church, Hope Road, Sale.

Erection of detached building for use as parish hall.

82533/FULL/2014 – DMP Ltd – Landmac, Unit 2, Victoria Avenue, Timperley.

Erection of a pair of 2 storey semi-detached dwellinghouses.

83186/FULL/2014 – Mr. Paul Jeffery – 22 St. Mary's Road, Sale.

Conversion of building from 6 no. 1 bedroom flats for parent and baby unit to 8 no. 1 bedroom sheltered flats for adults with learning disabilities, with associated bin store and entrance gate. Insertion of personnel door to the rear elevation.

[Note: Councillor Sharp declared a Personal Interest in Application 83186/FULL/2014, being a Governor at the school adjacent, St. Mary's. Councillor Sharp advised the Committee that at no stage has he had any involvement with the Application.]

83313/HHA/2014 – Mr. D. Golding – 15 Addison Road, Hale.

Erection of a two storey side and single storey rear extension, external alterations associated with the creation of a basement.

83393/HHA/2014 – Mr. Lee Remwick – 3 The Copse, Hale Barns.

Erection of single storey rear extension and detached outbuilding to rear of property.

[Note: Councillors Dr. Barclay and Sharp each declared a Personal and Prejudicial Interest in Application 83393/HHA/2014, as an objector was known to them. They both remained in the meeting but did not participate in the discussion or cast a vote on the Application.]

83506/FULL/2014 – Trafford Housing Trust – Land off Bodmin Road, Sale.

Formation of 12no. parking spaces to be provided for local residents on a vacant area of grassed land.

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83603/FULL/2014 – Trafford Housing Trust – Moss Lane West, Old Trafford.

Erection of residential development comprising 26 no. dwellings to include 12 one bedroom apartments, 6 two bedroom apartments and 8 three bedroom houses with associated landscaping, access and car parking. (Tamworth Estate Phase One).

(b) Applications deferred

Application No., Name of Applicant, Address or Site

Description

82014/FULL/2013 – Morris Homes (North) Ltd and L & M Ltd – L & M Ltd, Norman Road, Altrincham.

Redevelopment of the site to include: conversion of existing boiler house and erection of three storey extension to provide 17 apartments; erection of 24 apartments between retained gable ends of existing traveller bay building and provision of parking on ground floor; retention of existing linotype office building as offices; retention of matrix building façade; demolition of other existing buildings; erection of 122 new dwellings and construction of associated access roads, car parking and site landscaping.

82024/LB/2013 – Morris Homes (North) Ltd and L & M Ltd – L & M Ltd, Norman Road, Altrincham.

Listed Building Consent for conversion of existing boiler house and erection of three storey extension to provide 17 apartments; erection of 24 apartments between retained gable ends of existing traveller bay building and provision of parking on ground floor; retention of existing linotype office building as offices; retention of matrix building facade; demolition of other existing buildings; erection of 122 new dwellings and construction of associated access roads, car parking facilities and site landscaping.

[Consideration of Applications 82014/FULL/2013 and 82024/LB/2013 was deferred to allow further negotiation to take place with the Applicant.]

81446/RENEWAL/2013 – Island Gas Limited – Land adjacent to the M60 high level bridge and Davyhulme Waste Water Treatment Works and to the south of Trafford Soccer Dome, Urmston.

Application to extend the time limit of planning permission 74681/FULL/2010 (construction of site for exploration, production testing and extraction of coal bed methane, transmission of gas and generation of electricity including combined heat and power facility, erection of temporary 34m high drilling rig, formation of two exploratory boreholes, installation of

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wells, erection of portacabins, storage containers and ancillary plant and equipment, creation of a new vehicular access road, erection of 2.4m high perimeter fencing and restoration of site following cessation of use).

[Application 81446/RENEWAL/2013 was deferred to allow further consideration to be given to environmental issues raised by objectors.]

29. APPLICATION FOR PLANNING PERMISSION 81797/FULL/2013 – URBAN BOUNCE LTD – UNIT 17, TEXTILOSE ROAD, TRAFFORD PARK

The Head of Planning Services submitted a report concerning an application for planning permission for the change of use from B2 (General Industrial) to D2 (Indoor Trampoline Centre).

RESOLVED –

- (A) That the application will propose a satisfactory form of development for the site upon the completion of an appropriate Legal Agreement to secure the provision and retention of 15 parking spaces off-site within the Textilose Road/Sevenside Industrial Area or at another location that has been previously agreed in writing by the Local Planning Authority.
- (B) In the circumstances where the Section 106 Agreement has not been completed within three months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning Services.
- (C) That upon the satisfactory completion of the above Legal Agreement, planning permission be granted subject to the conditions now determined.

30. APPLICATION FOR PLANNING PERMISSION 83594/FULL/2014 – HOLMWOOD ENTERPRISES – VICTORIA GOSPEL HALL, 119 CHURCH ROAD, URMSTON

[Note: Councillor Mrs. Ward declared a Personal and Prejudicial Interest in Application 83594/FULL/2014, due to her involvement with the Application. Councillor Mrs. Ward vacated the Chair, after making representation to the Committee she remained in the meeting but did not participate in the discussion or cast a vote on the Application.]

COUNCILLOR BUNTING IN THE CHAIR

The Head of Planning Services submitted a report concerning an application for planning permission for the change of use from a place of worship (Use Class D1) to residential (Use Class C3) and office use (Use Class B1a) to create 4 no. apartments and an office with associated car parking, cycle sheds, bin store and benches. Internal and external works to the building to include: - changes to windows, addition of juliet balcony, rooflights, new bay window, dormer windows and external railings.

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RESOLVED: That planning permission be granted subject to the conditions now determined.

COUNCILLOR MRS. WARD IN THE CHAIR

The meeting commenced at 6.30 p.m. and concluded at 7.59 p.m.

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WARD: Gorse Hill**83717/FULL/2014****DEPARTURE: No****ERECTION OF 6NO. TWO STOREY DWELLINGHOUSES WITH ASSOCIATED ACCESS, CAR PARKING AND LANDSCAPING.**

Trafford College Technology Centre, Moss Road, Stretford, M32 0AZ

APPLICANT: Countryside Properties (UK) Ltd and Great Places Housing Group**AGENT:** Nathaniel Lichfield & Partners**RECOMMENDATION: GRANT**

SITE

The application site is part of the former Trafford College Technology Centre campus. The College site comprises of a large two storey building that formerly provided teaching facilities for Trafford College Technology Centre. Car parking facilities that served the college are also situated to the front, side and rear of the building.

The site is situated on the western side of Moss Road. The Bridgewater Canal bounds the site to the north and an elevated railway line, which is currently actively used for freight trains bounds the site to the south. Industrial buildings within Trafford Park bound the site to the west and are situated to the north of the site, on the northern side of the canal. Access to these industrial buildings cannot be gained from Moss Road, though due to the size of the buildings they are prominent from this part of Moss Road. A cul-de-sac of sixteen residential houses, Watersmeet, is situated opposite the site on the eastern side of Moss Road.

PROPOSAL

The application seeks full planning permission for the erection of 6no. two storey dwellinghouses. The proposed dwellings would be provided as part of a larger residential development on the former College site, providing a total of 68no. dwellinghouses. This application has been submitted alongside a reserved matters application for 62no. dwellinghouses ref: 83716/RM/2014, which is also under consideration in this Planning Committee agenda.

The proposed development would comprise of a pair of semi-detached properties and a row of four terraced properties, measuring 5m to the eaves and 8.5m to the ridge. All of the proposed dwellings considered under this application would be two-bedroomed affordable rented properties, which would be managed by the applicant Great Places, who are a registered social landlord.

The proposed development would share the same vehicular access off Moss Road as the main development considered under 83716/RM/2014.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

W1 – Economy

L1 - Land for New Homes

L2 – Meeting Housing Needs

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R3 – Green Infrastructure

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

TP1 – Trafford Park Core Industrial Area

E7 – Main Industrial Areas

H9 - Priority Regeneration Area: Gorse Hill

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E7 – Main Industrial Areas

H9 – Priority Regeneration Area: Gorse Hill

H10 – Priority Regeneration Area: Old Trafford

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

83716/RM/2014 - Application for approval of reserved matters for access, appearance, landscaping, layout and scale for the erection of 62no. two storey dwellinghouses, following outline approval under planning ref: 77485/O/2011 – Currently under consideration on this Planning Committee agenda.

Various planning applications have also been submitted between 1975 and 1997 for extensions and alterations to the existing college building, which is proposed to be demolished as part of this planning application.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement, Planning Statement, Crime Impact Statement, an Ecological Appraisal, Flood Risk Assessment, Tree Survey and a Geo-Environmental Appraisal. The information provided within these documents is discussed where relevant within the Observations section of this report.

CONSULTATIONS

LHA – Raise concerns in relation to the original submitted layout. A revised plan has been submitted following discussions with the applicant; further comments from the LHA are awaited and will be reported in the Additional Information Report.

Waste Management – No objections.

Greater Manchester Ecology Unit – No objections. The site is not of substantive importance for nature conservation but is adjacent to and appears to affect the banks of the Bridgewater Canal Site of Biological Importance. It is noted that tree removal will be compensated by new tree planting. Further comments are discussed in more detail in the Observations section below and to be reported in the Additional Information Report.

Environment Agency – No objections, request that conditions are attached relating to the Flood Risk Assessment and contamination. Also advise that the development is adjacent to Kelloggs, which is regulated by an EA Permit.

Greater Manchester Police Design for Security – No objections, the submitted Crime Prevention Plan is acceptable.

Electricity Northwest – No objections.

United Utilities – No objections, advise that in accordance with the NPPF, the site should be drained on a separate system. To reduce the volume of water draining from the site, use of permeable paving should be encouraged. A condition relating to

drainage is recommended. It is also advised that a separate metered supply is required for each unit.

REPRESENTATIONS

A letter of objection has been received from the adjacent business Kelloggs, which raises the following concerns: -

- The development is out of scale and character with Trafford Park and it will affect the character of the neighbourhood.
- It may have a significant adverse impact on the vitality and viability of future economic growth strategies in Trafford Park, adding to a decline in manufacturing.
- It may impact on opportunities to locate low carbon / decentralised energy facilities in the area.
- It does not fit in with the local plan for Trafford's objectives for Trafford Park
- The appropriateness of housing development close to sensitive operations including an on-site waste water treatment plant and may impact upon the effectiveness of the operation.

A letter has been received from Councillor Cordingley which welcomes the application, though considers that there are issues to overcome: -

- The Ecology Appraisal states that ground works associated with such development could cause knotweed to spread and so this needs to be dealt with.
- The Trafford Park railway station is running at less than optimal capacity and would like the development to trigger more frequent trips to this station and states that the Council should commit to make representations to Northern Rail.
- Infant school places have been oversubscribed in this catchment area. The Council should assess capacity.
- Match day parking is likely to impact on the development. A match day permit scheme could address this.
- The Crime Impact Statement underplays the current crime profile of this hidden area. The hump of the bridge over the canal obscures the site and existing boulders in the road are regularly moved opening up the area for sordid pursuits.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The principle of residential development on the site was established when the outline planning consent was granted in February this year under application 77485/O/2011.
2. The current application would increase the overall number of dwellings from 63 to 68. The site is brownfield land within the Priority Regeneration Area and would provide affordable housing. It is therefore considered that there are no

objections to the development in policy terms and that the proposals would comply with Policy L2 of the Trafford Core Strategy as the mix of dwelling type and size would contribute to meeting the housing needs of the Borough, as set out in the Council's Housing Strategy and Housing Market Assessment. The proposal would also comply with Policy L3 in providing improved affordability and type of housing in a Priority Regeneration Area.

RESIDENTIAL AMENITY

3. There are no residential properties adjoining the site and the proposed 6 dwellinghouses would be situated to the far western side of the site, 130m away from the eastern boundary with Moss Road.
4. It is considered that the proposed residential development, which would be delivered as part of the overall residential development incorporating planning application 83716/RM/2014, would provide an acceptable level of amenity for future occupants of the proposed dwellings. A distance of 14m would lie between the front elevation of Plot 50 and the blank two storey side gable wall of Plot 52 (within the reserved matters site). Whilst this is less than the 15m that is normally recommended in the Council's guidelines, it is recognised that views past Plot 52 would be achieved from the front elevation of Plot 50. The depth and size of the rear gardens of the proposed dwellings are also considered acceptable and to provide a reasonable level of amenity for future occupants of the proposed properties.
4. Whilst the concerns raised by Kelloggs are noted, the principle of residential development has been accepted at outline stage and the Council's Pollution Section has raised no objections subject to the submission of a revised Noise Assessment which also relates to the adjacent Kelloggs site. An update will be provided in regards to a revised Noise Assessment in the Additional Information Report.
5. A minimum distance of approximately 177m would lie between the proposed dwellings on the western boundary and the main industrial building on the Kelloggs site. A minimum distance of approximately 74m would lie between the proposed dwellings and the nearby warehouses to the north of the adjacent canal. Mature planting is proposed along the northern and western boundaries of the site which would also help to soften the appearance of the surrounding industrial sites. It is therefore considered that the existing industrial buildings located near to the site would not have an overbearing impact on the proposed dwellinghouses.
6. As the proposed dwellings would have garden depths of less than 10.5m and the car parking spaces to Plots 49 and 50 that lie to the side of the properties need to be retained, a condition is recommended that removes permitted development rights for extensions and outbuildings.

DESIGN AND VISUAL AMENITY

7. The proposed development would comprise of a pair of semi-detached and a row of 4 terraced properties, all of a similar design and of the same design as that proposed under planning application 83716/RM/2014. The design of the proposed dwellings, whilst relatively simple, is considered to be acceptable and in keeping with the character of the surrounding area. The proposal incorporates a mixture of all brick and part brick, part render properties which will provide variation within the street scene, whilst also maintaining common features and characteristics.
8. The proposed development includes areas of landscaping to the front of the properties, though it is noted that some of these areas will be relatively small in order to achieve an acceptable level of car parking for each property. An area of public open space is proposed within the adjacent application 83716/RM/2014, which would also serve the dwellinghouses proposed under this application.

HIGHWAY SAFETY AND PARKING PROVISION

9. The application includes the creation of a new access off Moss Road. The positioning of this access was agreed under the outline planning permission 77485/O/2011. The access road would also serve the development proposed under 83716/RM/2011.
10. The Council's car parking standards require the provision of 2 car parking spaces for each of the proposed dwellinghouses. The proposed development would provide two car parking spaces for each of the properties.
11. The full parking layout of the site, including that of 83716/RM/2014, which would have a shared vehicular access off Moss Road, is currently being considered by the Local Highways Authority following the submission of an amended plan. Further comments from the LHA regarding the car parking provision and layout of the site will be reported in the Additional Information Report.

ECOLOGY AND TREES

12. The Greater Manchester Ecology Unit (GMEU) have confirmed that the application site is not of substantive importance for nature conservation, though recognises that it is adjacent to and appears to affect the banks of the Bridgewater Canal Site of Biological Importance. The existing College buildings have an overall low potential to support bats, though the canal does support feeding bats. GMEU therefore recommend that an Environmental Construction Method Statement is provided that includes details of measures to be taken to protect the canal. A condition is therefore recommended accordingly. The protection of trees to be retained during the construction period is also recommended.

13. The application site has a number of trees, particularly along the boundaries with the Bridgewater Canal and the common boundary with the adjacent industrial site Kelloggs. None of the trees within the site are protected. The application includes the planting of replacement trees, particularly along the western boundary, which in turn will provide a softer screen between the dwellinghouses and the adjacent industrial site.

14. Concerns raised by Councillor Cordingley in regards to the presence of Japanese Knotweed are noted and discussions are currently taking place with the Greater Manchester Ecology Unit in regards to this matter. An update will be provided regarding this in the Additional Information Report.

AFFORDABLE HOUSING

15. The proposed six residential units would all be allocated for affordable housing, specifically affordable rented that would be provided by Great Places, a registered social landlord. The proposed development would contribute positively to the supply of housing and the housing needs within the Borough as set out in Policy L2 of the Trafford Core Strategy.

DEVELOPER CONTRIBUTIONS

16. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'cold zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £20 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014). However developments that provide affordable housing can apply for relief from paying CIL on those affordable units. Subject to the relevant criteria being met, relief from paying CIL can be granted and therefore the CIL payments will be reduced accordingly.

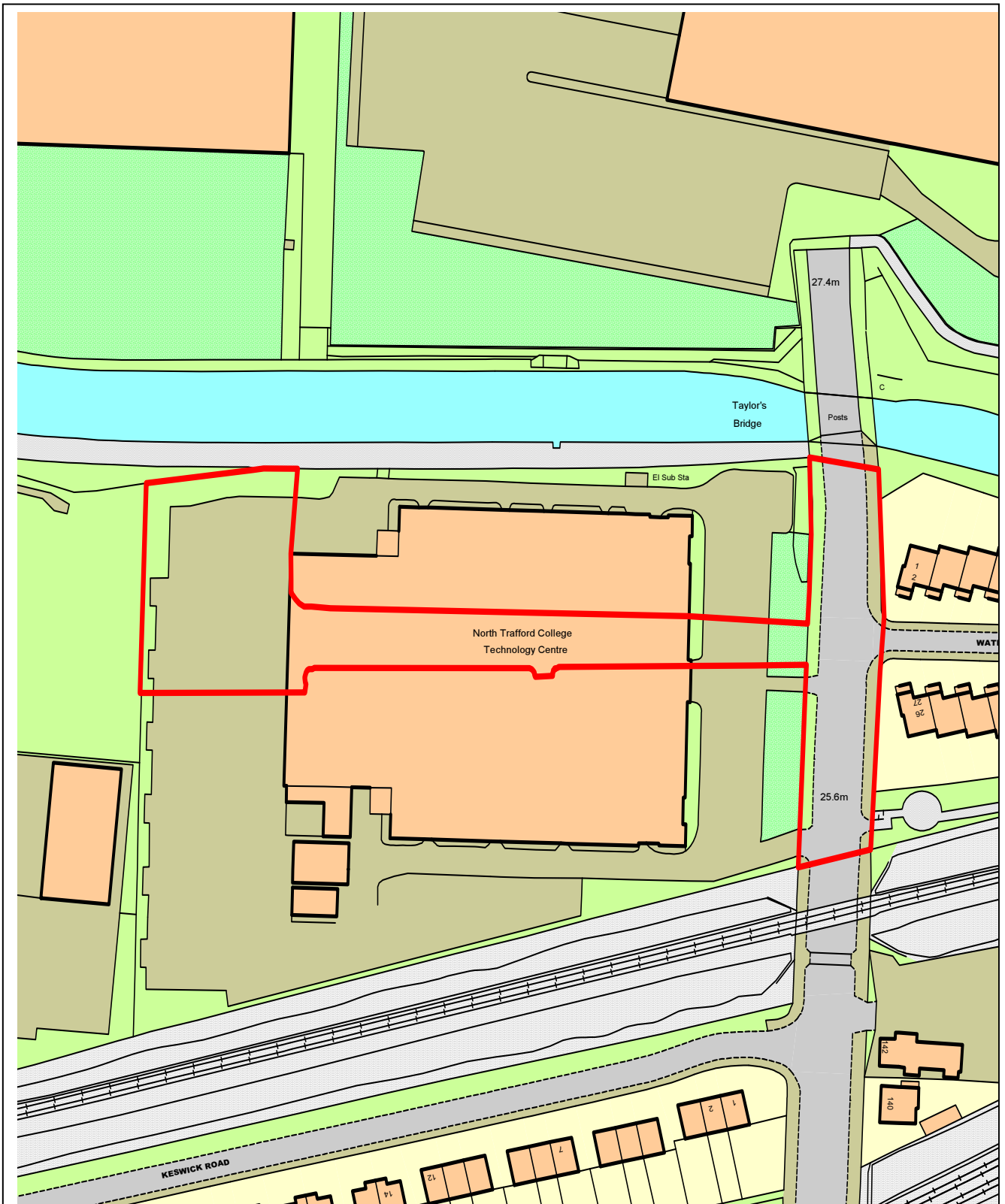
17. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide at least 18 additional trees or equivalent planting thereof on site as part of the landscaping proposals.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit
2. List of Approved Plans including amended plan
3. Materials
4. Landscaping, including the provision of 18 trees or equivalent planting
5. Removal of permitted development rights for extensions and outbuildings
6. Provision and Retention of car parking
7. Affordable Housing
8. Environmental Construction Method Statement
9. Tree Protection

10. Notwithstanding the submitted landscaping details, details of boundary treatment and additional landscaping to site boundaries and parking areas to be submitted and agreed.
11. Surfacing of parking areas
12. Sustainable drainage
13. Contaminated Land

VW



LOCATION PLAN FOR APPLICATION No: - 83717/FULL/2014

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Head of Planning Services, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH
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WARD: Gorse Hill**83716/RM/2014****DEPARTURE: No**

APPLICATION FOR APPROVAL OF RESERVED MATTERS FOR ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR THE ERECTION OF 62NO. TWO STOREY DWELLINGHOUSES, FOLLOWING OUTLINE APPROVAL UNDER PLANNING REF: 77485/O/2011.

Trafford College Technology Centre, Moss Road, Stretford, M32 0AZ

APPLICANT: Countryside Properties (UK) Ltd and Great Places Housing Group

AGENT: Nathaniel Lichfield & Partners

RECOMMENDATION: GRANT

SITE

The application site is approximately 1.58 hectares in size and comprises of a large two storey building that formerly provided teaching facilities for Trafford College Technology Centre. Car parking facilities that served the college are also situated to the front, side and rear of the building.

The site is situated on the western side of Moss Road. The Bridgewater Canal bounds the site to the north and an elevated railway line, which is currently actively used for freight trains bounds the site to the south. Industrial buildings within Trafford Park bound the site to the west and are situated to the north of the site, on the northern side of the canal. Access to these industrial buildings cannot be gained from Moss Road, though due to the size of the buildings they are prominent from this part of Moss Road. A cul-de-sac of sixteen residential houses, Watersmeet, is situated opposite the site on the eastern side of Moss Road.

PROPOSAL

The application seeks consent for the reserved matters relating to access, appearance, landscaping, layout and scale of the outline planning permission 77485/O/2011. The application proposes the erection of 62no. two storey dwellinghouses. The development would comprise of 28no. two-bedroom properties and 34no. three-bedroom properties. The proposal would also be mixed tenure of 10no. open market houses, 22no. private rented properties, 12no. shared ownership houses and 18no. affordable rented properties. The affordable rented properties would be managed by the applicant Great Places, who are a registered social landlord.

The proposed development would comprise of a mixture of semi-detached and terraced properties, measuring 5m to the eaves and 8.5m to the ridge.

The proposed dwellings would be provided as part of a larger residential development on the former College site, providing a total of 68no. dwellinghouses. This application has been submitted alongside a full planning application for 6no. dwellinghouses ref:

83717/FULL/2014, in the north-west corner of the site, which is also under consideration in this Planning Committee agenda.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

W1 – Economy

L1 - Land for New Homes

L2 – Meeting Housing Needs

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R3 – Green Infrastructure

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

TP1 – Trafford Park Core Industrial Area

E7 – Main Industrial Areas

H9 - Priority Regeneration Area: Gorse Hill

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E7 – Main Industrial Areas

H9 – Priority Regeneration Area: Gorse Hill
H10 – Priority Regeneration Area: Old Trafford

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

83717/FULL/2014 - Erection of 6no. two storey dwellingshouses with associated access, car parking and landscaping – Currently under consideration on this Planning Committee agenda.

Various planning applications have also been submitted between 1975 and 1997 for extensions and alterations to the existing college building, which is proposed to be demolished as part of this planning application.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement, Planning Statement, Crime Impact Statement, an Ecological Appraisal, Flood Risk Assessment, Tree Survey and a Geo-Environmental Appraisal. The information provided within these documents is discussed where relevant within the Observations section of this report.

CONSULTATIONS

LHA – Raise concerns in relation to the original submitted layout. A revised plan has been submitted following discussions with the applicant; further comments from the LHA are awaited and will be reported in the Additional Information Report.

Waste Management – No objections.

Greater Manchester Ecology Unit – No objections. The site is not of substantive importance for nature conservation but is adjacent to and appears to affect the banks of the Bridgewater Canal Site of Biological Importance. It is noted that tree removal will be compensated by new tree planting. Further comments are discussed in more detail in the Observations section below and to be reported in the Additional Information Report.

Environment Agency – No objections, request that conditions are attached relating to the Flood Risk Assessment and contamination. Also advise that the development is adjacent to Kelloggs, which is regulated by an EA Permit.

Greater Manchester Police Design for Security – No objections, the submitted Crime Prevention Plan is acceptable.

Electricity Northwest – No objections, advise that the development could impact on their infrastructure and provide relevant standing advice.

REPRESENTATIONS

A letter of objection has been received from the adjacent business Kelloggs, which raises the following concerns: -

- The development is out of scale and character with Trafford Park and it will affect the character of the neighbourhood.
- It may have a significant adverse impact on the vitality and viability of future economic growth strategies in Trafford Park, adding to a decline in manufacturing.
- It may impact on opportunities to locate low carbon / decentralised energy facilities in the area.
- It does not fit in with the local plan for Trafford's objectives for Trafford Park
- The appropriateness of housing development close to sensitive operations including an on-site waste water treatment plant and may impact upon the effectiveness of the operation.

A letter has been received from Councillor Cordingley which welcomes the application, though considers that there are issues to overcome: -

- The Ecology Appraisal states that ground works associated with such development could cause knotweed to spread and so this needs to be dealt with.
- The Trafford Park railway station is running at less than optimal capacity and would like the development to trigger more frequent trips to this station and states that the Council should commit to make representations to Northern Rail.
- Infant school places have been oversubscribed in this catchment area. The Council should assess capacity.
- Match day parking is likely to impact on the development. A match day permit scheme could address this.
- The Crime Impact Statement underplays the current crime profile of this hidden area. The hump of the bridge over the canal obscures the site and existing boulders in the road are regularly moved opening up the area for sordid pursuits.

OBSERVATIONS

BACKGROUND

1. The outline planning application for this site had been submitted at the same time as an outline planning application Ref: 77510/O/2011 for the development of a vacant plot of land off Stamford Brook Road, Timperley, owned by the College, also for residential development and an application (Ref: 77718/FULL/2011) which proposed extensions and extensive refurbishment works at the Trafford College campus on Talbot Road Stretford. Trafford College required the sale of both the Stamford Brook Road site and Moss Road sites in order to facilitate the redevelopment of the Trafford College campus on Talbot Road Stretford.

2. Trafford College had undertaken a review of its estate, the outcome of which identified the Stamford Brook Road site as being surplus to current and future requirements for educational or associated sports purposes. The college was also seeking to relocate the technology centre at Moss Road to the Talbot Road site as the Moss Road facility was in a poor condition, poorly utilised and expensive to run. This relocation of facilities to one site in the north of the borough required significant investment at the Talbot Road site, leaving the Moss Road site surplus and available for redevelopment.
3. In order to facilitate the significant costs of the Talbot Road development the College sought to realise values from both the surplus sites at Stamford Brook Road and Moss Road. The college had identified cuts in national funding and also recent significant investment in the redevelopment of the South Trafford College site as factors which have contributed to them in having to consider alternative sources of funding, namely the sale of both sites to facilitate the works required at the Talbot Road site. Since the approval of both the outline applications at Stamford Brook Road, Altrincham and Moss Road, Stretford; the college have sold the Stamford Brook Road site to Redrow for residential development and a reserved matters application has been approved for the Stamford Road site, ref: 79797/RM/2013. This development is now nearing completion. The redevelopment of the Talbot Road campus is now complete.

PRINCIPLE OF DEVELOPMENT

4. The principle of the development was established when the outline planning consent was granted in February this year under application 77485/O/2011.
5. The development would provide an element of affordable housing and a mix of tenures and dwelling sizes and would therefore comply with Policy L2 of the Trafford Core Strategy as the mix of dwelling type and size would contribute to meeting the housing needs of the borough, as set out in the Council's Housing Strategy and Housing Market Assessment. The proposal would also comply with Policy L3 in providing improved affordability and type of housing in a Priority Regeneration Area.

RESIDENTIAL AMENITY

6. There are no residential properties adjoining the site and a minimum distance of 24m would remain between any dwellinghouses proposed on the eastern side of the site fronting Moss Road and the neighbouring residential properties on the eastern side of Moss Road fronting Watersmeet.
7. It is considered that the proposed residential development, incorporating the proposed development under planning application 83717/FULL/2014, would provide an acceptable level of amenity for future occupants of the proposed dwellings. The Council's guidelines on privacy distances for new residential development recommends a minimum distance of 27m between habitable room windows to allow for future extensions. A minimum distance of 21m is

considered acceptable where permitted development rights for the erection of extensions is removed. The guidelines also recommend a distance of 10.5m to be retained from first floor habitable room windows (i.e bedrooms) to rear boundaries. Where the rear boundaries of properties adjoin, the proposed development provides rear gardens with a minimum depth of 10.5m. Whilst the majority of the proposed dwellinghouses that have facing rear elevations have minimum separation distances of 21m, Plots 38 to 41 and 39 to 40 have a separation distance of 20m. The first floor habitable room windows of Plots 39 and 40 would be facing out across the adjacent public open space. It is considered that in this instance, a shortfall of 1m would not justify a reason for refusal.

8. The Council's guidelines also advise that a minimum distance of 15m lies between a two storey blank gable wall and adjacent habitable room windows. A distance of 14m would lie between blank side gable walls and front or rear walls of neighbouring properties at various locations around the development, including between Plots 1 and 11, 25 and 29, 50 and 52. In a number of these locations it is recognised that the affected habitable room windows would still gain views past the neighbouring property. It is also considered that on balance, due to the benefits of the development to the surrounding community and housing provision within the Borough, that a shortfall of 1m in this instance would not justify a reason for refusal.
9. The Council's guidelines for new residential development advise that 80m² of garden space is normally acceptable for a 3 bedroom semi-detached house. Many plots within the proposed development meet this standard, with a number being in excess of 80m². However it is noted that a number of the proposed plots provide less than this standard, which is considered acceptable given the wider benefits of the development in providing affordable housing and an appropriate mix of dwelling tenures and sizes and given that many of those falling below this standard are 2 bedroom dwellinghouses.
10. The overall development (including the six dwellings proposed under planning application 83717/FULL/2014) proposes the siting of 18 properties along the western boundary of the site which adjoins the industrial site Kelloggs. 17 dwellinghouses would also be situated adjacent to the southern boundary of the site, adjacent to the railway line and embankment. The applicant has demonstrated through the submission of an Environmental Noise and Vibration Study that through appropriate building materials, future residents of the development would not experience undue noise and disturbance from the adjacent railway line.
11. A minimum distance of approximately 177m would lie between the proposed dwellings on the western boundary and the main industrial building on the Kelloggs site. A minimum distance of approximately 74m would lie between the proposed dwellings on the northern boundary of the site and the nearby warehouses to the north of the adjacent canal. Mature planting is proposed along the northern and western boundaries of the site which would also help to soften the appearance of the surrounding industrial sites. It is therefore

considered that the existing industrial buildings located near to the site would not have an overbearing impact on the proposed dwellinghouses.

12. Whilst the concerns raised by Kelloggs are noted, the principle of residential development has been accepted at outline stage and the Council's Pollution Section has raised no objections subject to the submission of a revised Noise Assessment which also relates to the adjacent Kelloggs site. An update will be provided in regards to a revised Noise Assessment in the Additional Information Report.
13. It is therefore considered that an acceptable level of amenity would be provided for future occupants of the proposed development.
14. As the proposed dwellings would not achieve a separation distance of 27m across rear gardens or the 15m distance to gable walls and in some instances would have rear garden lengths of only 8m, a condition is recommended that removes permitted development rights for extensions and the installation of rear dormer windows to the dwellinghouses.

DESIGN AND VISUAL AMENITY

15. The proposed development would comprise of two storey semi-detached and terraced properties, all of a similar design. The design of the proposed dwellings, whilst relatively simple, is considered to be acceptable and in keeping with the character of the surrounding area. The proposal incorporates a mixture of all brick and part brick, part render properties which will provide variation within the street scene, whilst also maintaining common features and characteristics.
16. The proposal would include the siting of six properties along the eastern boundary of the site fronting Moss Road, which would provide an active frontage along this part of Moss Road. This is considered to be an improvement to the existing street scene as the existing properties on Watersmeet do not front Moss Road and the existing college building is set back 26m from the highway. It is also considered that these properties would increase natural surveillance in this area which in turn could deter criminal activity in this location and thus improve public safety.
17. The proposed development includes areas of landscaping to the front of the properties, though it is noted that some of these areas will be relatively small in order to achieve an acceptable level of car parking for each property. An area of public open space would be provided centrally within the development which serves to break up the housing and ensure that the overall scheme does not result in a cramped form of development, whilst also providing an area of amenity space for the residents. A minimum distance of 3.5m would lie between the majority of the pairs of semi-detached houses and rows of terraced properties, thus further ensuring that a sense of space is achieved within the resulting street scene.

18. It is therefore considered that the design of the overall development is acceptable, would enhance the existing street scene and would be in keeping with the character of the surrounding area.

HIGHWAY SAFETY AND PARKING PROVISION

19. The application proposes the creation of a new access off Moss Road. The positioning of this access was agreed under the outline planning permission 77485/O/2011. The proposal also includes the creation of second road within the site, leading of the first. The layout of the roads within the site is considered acceptable.

20. The Council's car parking standards require the provision of 2 car parking spaces per 2 and 3 bedroom dwellinghouse. The application proposes the provision of 2 allocated car parking spaces for 56 of the proposed properties. 6 of the proposed two bedroom rented houses would have 1 car parking space within the curtilage of the property and a second car parking space would be available to that property on the opposite side of the road, overlooked by the property.

21. The full parking layout of the site is currently being considered by the Local Highways Authority following the submission of an amended plan. Further comments from the LHA regarding the car parking provision and layout of the site will be reported in the Additional Information Report.

ECOLOGY AND TREES

22. The Greater Manchester Ecology Unit (GMEU) have confirmed that the application site is not of substantive importance for nature conservation, though recognises that it is adjacent to and appears to affect the banks of the Bridgewater Canal Site of Biological Importance. The existing College buildings have an overall low potential to support bats, though the canal does support feeding bats. GMEU therefore recommend that an Environmental Construction Method Statement is provided that includes details of measures to be taken to protect the canal. A condition is therefore recommended accordingly. The protection of trees to be retained during the construction period is also recommended.

23. The application site has a number of trees around the boundaries of the site, particularly along the front of the site with Moss Road and along the northern boundary adjacent to the Bridgewater Canal. None of the trees within the site are protected. The proposed development would result in the removal of a significant proportion of these trees. The submitted plans show the provision of new planting within the site, including mature trees. A bank of trees are proposed along the northern and western boundaries of the site, which would provide a green buffer between the proposed dwellings and the adjacent industrial sites. It would also soften the appearance of the proposed development from the adjacent canal tow path.

24. Concerns raised by Councillor Cordingley in regards to the presence of Japanese Knotweed are noted and discussions are currently taking place with the Greater Manchester Ecology Unit in regards to this matter. An update will be provided regarding this in the Additional Information Report.

AFFORDABLE HOUSING

25. The application proposes a mix of tenure type, including 12no. shared ownership houses and 18no. affordable rented properties, which would be provided by Great Places, a registered social landlord. The number of affordable houses provided under this application and combined with the 6no. proposed dwellings under application 83717/FULL/2014, would comply with the requirements set out in the Section 106 legal agreement attached to the outline planning permission on the site ref: 77510/O/2011 and the affordable housing required in association with the Stamford Brook Road, Timperley development ref: 77510/O/2011 and 79797/RM/2013.

26. It is considered that the proposed development would provide a good mix of tenure type and size of property that would contribute positively to the supply of housing and the housing needs within the Borough as set out in Policy L2 of the Trafford Core Strategy.

DEVELOPER CONTRIBUTIONS

27. As this application is a reserved matters application, which does not propose an increase in the number of residential units from that approved under the outline planning permission ref: 77485/O/2011, it is not subject to the Community Infrastructure Levy (CIL).

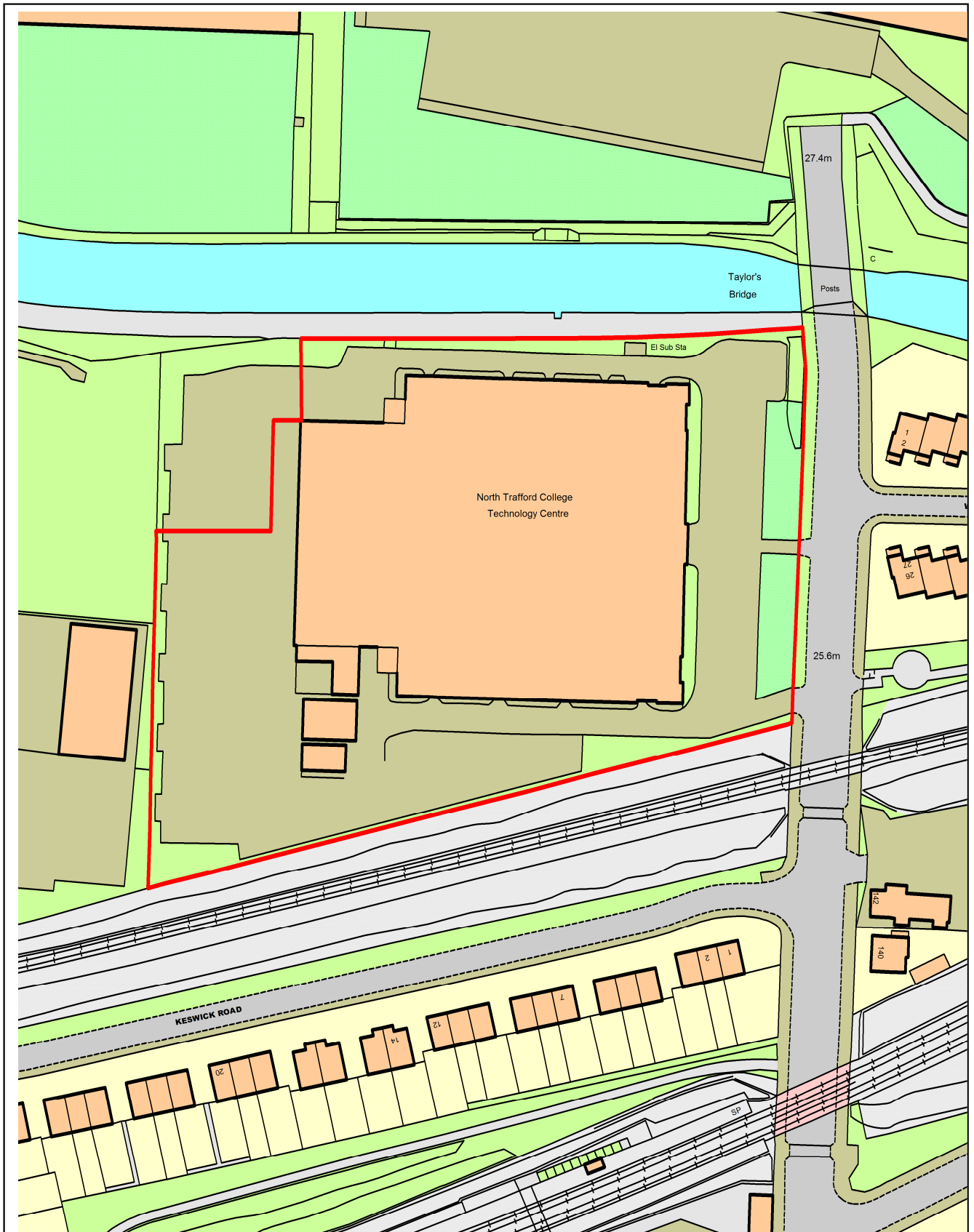
28. A S106 legal agreement is attached to the outline planning permission which includes financial contributions towards Outdoor Sports and Red Rose Forest (the latter calculation is based upon the number of trees provided within the application site) and the provision of affordable housing within the site.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit
2. List of Approved Plans including amended plan
3. Materials
4. Removal of permitted development rights for extensions, outbuildings and insertion of dormer windows.
5. Provision and Retention of car parking
6. Affordable Housing
7. Submission of details and implementation of measures to ensure no through route on the road between Plots 35 and 44.
8. Notwithstanding the submitted landscaping details, details of boundary treatment and additional landscaping to site boundaries and parking areas to be submitted and agreed.

- 9. Tree Protection
- 10. Surfacing of parking areas

VW



LOCATION PLAN FOR APPLICATION No: - 83716/RM/2014

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH

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WARD: Flixton

83736/FULL/2014

DEPARTURE: Yes

RESIDENTIAL DEVELOPMENT OF THE DISUSED FLIXTON RAILWAY STATION PROPOSING THE ERECTION OF 14 NO. SEMI DETACHED 3 BEDROOM HOUSES AND A 3 STOREY APARTMENT BLOCK COMPRISING 15 NO. 2 BEDROOM APARTMENTS WITH ASSOCIATED HARD STANDING AND LANDSCAPING INCLUDING A NEWLY PROPOSED WOODED AREA. ALTERATION TO EXISTING VEHICULAR ACCESS.

Flixton Railway Station, Flixton Road, Urmston, M41 6JL

APPLICANT: Branley Homes Ltd

AGENT: Grays Architecture Ltd

RECOMMENDATION: REFUSE

SITE

The application site is located immediately to the south side of Flixton Railway Station (adjacent to the eastbound platform on the Manchester-Warrington-Liverpool line) and had previously contained buildings associated with the railway station and latterly one of the buildings was used as a public house. The site has a linear configuration extending along the south side of the railway line and measures approximately 0.9ha in size.

The site is now cleared of buildings and comprises an area of hardstanding used for parking, located to the western side of the site near to the access onto Flixton Rd. To the east side of the hardstanding the site is secured by perimeter fencing, this area of land comprises low level vegetation. To the south side of the site is a public footpath (Public Right Of Way) which extends along the entire length of the application site. On the other side of public pathway, also to the south of the site are residential properties.

To the north side of the site is Flixton Railway Station and to the north-east and south-east of the site is the William Wroe Golf Course, which is located either side of the railway line. St Michaels Primary School is located to the south-east of the site. Pedestrian access from Flixton Station is still maintained through the site with a pedestrian footway from the northern platform over to the southern platform with a pedestrian gate separating the application site and the railway station. The applicant has indicated that disabled car-parking for the station is currently provided within the hardstanding area of the application site and that it is intended to provide four parking spaces within the site for rail passengers following redevelopment of the site.

The entire application site is designated as a wildlife corridor (part of the Manchester-Liverpool Railway Wildlife Corridor), approximately 70% of the site is designated as Green Belt; Area of Nature Conservation Value; Tree and Hedgerow Protection; Special Landscape Features; Area of Protected Landscape Character; Community

Forest and is within The Mersey Valley. The site is also covered by a Tree Preservation Order (No.232, which covers individual trees, areas of trees, groups of trees and a woodland)

The area of the site that has previously contained buildings related to the railway station has been subject to previous planning applications for redevelopment for housing (details of which outlined in the Planning History section of this report). The area of the application site within the Green Belt designation has not featured in previous applications for residential development.

PROPOSAL

This application proposes the erection of a detached building which would contain 15x 2 bedroom apartments and the erection of seven pairs of 3x bedroom two storey semi-detached dwellings (14 dwellinghouses); in total the scheme would provide 29 residential units.

The apartment block would be located nearest the access to the site from Flixton Road and would include 17 car-parking spaces, including one disabled access parking space.

The detached dwellings would be located further along westwards within the site and would include two parking spaces for each dwelling; each of the dwellinghouses would have a rear garden area. The dwellings would be accessed by a new internal road which extends along the northern boundary of the site, adjacent to the railway line.

The proposal includes improvement works to the site access onto Flixton Road; these works include widening the kerb by 'build outs' in order to improve the visibility for cars exiting the site.

Associated landscaping through the site will include timber fencing to boundaries, tarmac to the new internal access road, block paving, and grasscrete surfacing to the apartments parking area.

The application also proposes the creation of a wooded area to the eastern side of the site with new landscaping and tree planting; the intention being that this area (approximately 0.3ha) would be used specifically for local schools.

Floor Space

The total floorspace of the proposed development would be 2765m², this applies to the apartment building accommodation and the semi-detached dwellings.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local *Development* Framework (LDF)

development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan** (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes

L2 – Meeting Housing Needs

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R2 – Natural Environment

R3 – Green Infrastructure

R4 – Green Belt, Countryside and Other Protected Open Land

PROPOSALS MAP NOTATION

Green Belt

Wildlife Corridor

Area of Nature Conservation Value

Tree & Hedgerow Protection

Special Landscape Features

Area of Protection of Landscape Character

The Mersey Valley

Community Forest

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV9 – Sites of Importance for Nature Conservation

ENV10 – Wildlife Corridors

C4 – Green Belt

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H/OUT/68099 – Outline application for the redevelopment of the site for twelve flats with associated car-parking. Alteration of access to Flixton Station and provision of 2x no. car-parking spaces for disabled use. Consent sought for access. All other matters reserved for subsequent approval – Approved May 2009

H/OUT/66752 – Outline application for redevelopment of site for twelve flats with associated car-parking. Alteration of access to Flixton Station and provision of 2x no. car-parking spaces for disabled use. Consent sought for layout and means of access. All other matters reserved for subsequent approval. Refused June 2007 for the following reason:-

'The applicants have failed to demonstrate that the layout of the development proposed could provide an adequate level of residential amenity for future occupants of the development. In particular the applicant has failed to demonstrate that main habitable room windows could be positioned without leading to serious overlooking whilst still providing a satisfactory outlook. This is contrary to Proposals D1 and D3 of the Revised Trafford Unitary Development Plan and the Council's Planning Guidelines: Residential Development.'

H/OUT/55629 – Erection of block of flats (12 units). Appeal against non-determination dismissed April 2005. At their meeting of 2 December 2004, members considered that if they had been able to determine the application, they would have refused it for the following reason:-

The applicant has failed to demonstrate that a development of 12 two bed apartments can be satisfactorily accommodated on the site whilst achieving a high standard of design and layout that will provide an acceptable level of amenity for future occupants of the development, whilst not prejudicing the amenity of the existing occupiers of adjacent property, nor appearing cramped, nor impacting adversely on the wildlife corridor within which the site is designated, the proposal is therefore contrary to the Trafford Adopted UDP Proposals D1, D3 and ENV9 and the proposed Adopted Revised UDP Proposals D1, D3 and ENV10.

APPLICANT'S SUBMISSION

The applicant has submitted a number of supporting statements as part of this application:-

- Planning Statement
- Design & Access Statement
- Affordable Housing Statement
- Flood Risk Assessment
- Noise & Vibration Assessment

- Ecology Assessment
- Tree Survey & Arboriculture Statement
- Crime Impact Statement
- Greenfield Site Development Statement

The information in the submitted statements will be referred to where necessary in this report, a summary of the main points include as follows:-

Planning Statement

The planning statement submitted provides general details regarding the application site, the proposal, and the planning policy context. An appraisal of the planning considerations is undertaken covering the principle of residential development; layout & design considerations; Green Belt (separate copy submitted from Journal of Planning & Environmental Law 2009 The Green Belt: aspects of development control); affordable housing; highways & accessibility; sustainability & regeneration; noise & vibration; trees; wildlife ecology; energy efficiency & carbon budget; section 106 and community involvement.

The proposal is entirely consistent with the objectives of national and local policy which aims to deliver more homes and reduce reliance on travel by private car and encourage more sustainable travel patterns by promoting public transport, cycling & walking. The site layout and landscaping proposal illustrate how the site can be developed in a sensitive manner to provide attractive family accommodation at a density and scale which is in keeping with the character of the surrounding area. It is acknowledged the proposal is inappropriate development in the Green Belt; however the proposal has a number of associated benefits, including redevelopment of a brownfield site; improvements to the site and station approach and provision of a woodland area. These benefits would outweigh any harm to the Green Belt.

Design & Access Statement

The proposal involves a sensitive, contemporary residential development to satisfy all the criteria from the site. The proposal will sit well in its immediate surroundings and make a positive impact to and enhance the character of the local area. The proposed scheme has been designed to be visually pleasing from views within and out with the development. Consideration given to scale & massing; materials; landscaping; neighbourhood public spaces; impacts on character of the area; amenity of users and of neighbouring properties; movement in and around the site; access for all; secured by design and sustainability.

Affordable Housing Statement

It is acknowledged that the proposal would normally be required to make affordable housing contribution. However, the comprehensive analysis of all the viability of the development demonstrates that any provision or contribution towards affordable housing would render the scheme commercially unviable.

Flood Risk Assessment

Site lies within a Critical Drainage Area and within an Environment Agency Flood Zone 1 designation with an area within Flood Zone 2 to the South East of the site. The nearest main river watercourse is the River Mersey, approximately 0.5km south of the site. Whilst there is evidence of an open ditch watercourse towards the eastern end of the site it is most unlikely to present significant risk of flooding on site. There is low risk of flooding on site from local ordinary watercourses; highway drainage; from sewers having insufficient capacity; from groundwater level reaching ground levels on site and from local infrastructure or local industry activities. By implementation of flood procedures, careful design of flood protection measures all residual flood related risks will be minimized as far as possible after the development has been completed.

Noise & Vibration Assessment

Recommendations for boundary screening and a scheme of sound insulation works have been developed to protect the proposed residential development from the ambient noise climate in accordance with requirements of the NPPF. On this basis the ambient noise climate is not considered to represent a constraint to the proposed residential development of this application site. Ground borne vibration associated with the adjacent railway line is not considered to pose any risk of damage to the dwellings themselves or be likely to result in annoyance to residents.

Ecology Assessment

The bridge to the north of the site could provide suitable bat habitats (outside of site), no trees on site are mature enough to provide habitats for bats; no badger setts found on site, a trail found on site likely to be a fox trail; the site does not provide suitable habitats for water voles otters; there were no signs of reptiles or amphibians or suitable habitats for either. Blue tit, Chiffchaff and blackbird were observed on or flying over the site. All new trees to be planted should be either native or proven benefit to wildlife.

Tree Survey & Arboricultural Assessment

[Note: This submitted report is dated 24 October 2011 after protected trees had been removed from site, therefore its findings and conclusion are based on the site circumstances at that time].

Tree cover on the site is unremarkable although there are a small number of trees allocated A (highly desirable) and B (desirable) retention values, which merit particular consideration and protection during planning and development of the site. Trees identified in the areas 1-5 of the attached Tree Constraints plan have no particular merit and their loss can be mitigated by the provision of new trees and landscaping.

Crime Impact Statement (Design for Security GMP)

The layout as proposed, appears to contain features that are likely to create opportunities for criminal and antisocial behaviour, including:- orientation of housing; layout of apartment block; amenity woodland and relationship to public footpath. GMP support for the proposed development is subject to inclusion of the

recommendations of this report, in particular section 5.2 (layout & design) and the physical security measures highlighted in sections 6 & 7.

Green Field Statement (Core Strategy Policy L1.7)

Policy L1.7 of the Trafford Core Strategy specifies that 80% of new housing should be on brownfield land. The proposed semi-detached dwellings would not contribute to this target, however it is recognised that it is only one element of the proposal. The site is considered to fall on sustainable urban land as it is adjacent to the built up area and is readily accessible. As such the proposal would not unduly affect this target for the siting of new housing. Fifteen of the twenty nine units proposed would be located on brownfield land. It is further considered that the development meets the third test set out in Policy L1.7 in that it contributes towards achieving Strategic Objective 1 (meeting housing needs) within the Core Strategy. Furthermore the development will deliver a proportion of the site into community use as a woodland which would be of benefit to the wider regeneration objectives of the Trafford Core Strategy.

CONSULTATIONS

Electricity North West – No objections in principle.

Environment Agency – No objection, subject to contaminated land condition.

Ecology Unit – No objections - The application site is not of substantive ecological value, although the trees and scrub present give it some local value. It is noted that the plans include retention of trees and shrubs together with new planting for a wildlife area. This will compensate for any local harm caused to biodiversity that may be caused by the scheme. Request suitable condition to secure sustainable implementation of landscaping proposal.

Network Rail – The north boundary of the site encroaches on to Network Rail land, the applicant will remove our land from their proposal. Network Rail have suggested a number of conditions and informatives to any grant of planning permission.

United Utilities – No objection, subject to conditions regarding foul and surface water from the development

Ramblers Association – Suggested timber fencing alongside public right of way will create a tunnel – developer to consider a mesh metal fence.

GMP (Design for Security) – No comments received at the time of report preparation.

Pollution & Licensing (Noise) – No objection - The Noise and Vibration Assessment (ENS, 20th June 2014) concludes that railway noise and that from an adjacent primary school should not cause unacceptable adverse impacts on residents, providing a scheme of sound insulation and boundary screening be adopted, and that railway vibration effects should not pose a risk of damage or annoyance to residents. The site was found to be well screened from road traffic

noise. A condition is recommended requiring the report's sound attenuation scheme (section 6) to be implemented.

Pollution & Licensing (Contamination) – Application site is situated on Brownfield site – Recommend standard contaminated land condition is included on any grant of planning approval.

Local Highway Authority (LHA) – The LHA object to the proposed scheme, comments are detailed later in this report.

Public Right of Way, the developer should be asked to provide security, privacy and enclosure with one fence not two fences which would create a gap that would be unmaintainable.

Drainage – No objection – Condition to be attached in line with SFRA guidance in relation to discharge from storm water.

REPRESENTATIONS

Neighbours:- Nine letters of objection have been received, raising the following issues of concern:-

- Site exit is before the 'hump-back' crest of the bridge extremely dangerous for cars turning right from site with oncoming cars approaching from blind side of the bridge.
- The junction from the site is currently seldom used; concern that 29 residential properties being introduced with potentially over 40 cars.
- Adding traffic control at this bridge will cause gridlock through Flixton village.
- A pedestrian was killed at this junction in recent years
- Lack of car-parking provision for flats, one space allocated per flat many will have two car-ownership.
- Increase in traffic flow (circa 150 vehicles increase due to the development)
- Road safety issue could affect children attending St Michaels primary school
- Proposed flats will cause loss of privacy
- Some form of development would be good, but development is too big for the access point.
- Increase in noise from additional housing
- Are Branley Homes the company that destroyed the area of Silver Birch a few years ago?
- The trees were 40-50 years old, older trees required for animals, bird's lichens and fungi all need older trees to survive, replacement saplings are a poor excuse to cut down trees which are basically in the way of building works.
- This area is a habitat for many bird species that rely on returning to the site year upon year including with large finch and tit flocks in the winter.

OBSERVATIONS

BACKGROUND

1. In January 2011 the Council were informed that an area within the current application site that was designated as part of the Tree Preservation Order 232 had been cleared of all the protected trees, these unauthorised works were undertaken by the applicant Branley Homes. The trees were part of two areas and one group of identified protected trees and included Willow, Silver Birch, Lime, Sycamore, Poplar, Ash and Horse Chestnut. The Council successfully prosecuted Branley Homes in late 2011 for the unauthorised removal of trees which formed part of the Tree Preservation Order.
2. The section of the site which is proposed to be developed for the semi-detached dwellings had previously contained the protected trees, all stumps and remnants of these trees have been subsequently removed to leave a cleared site.

PRINCIPLE OF DEVELOPMENT

3. Assessment of the acceptability of the principle of the proposed development needs to be considered separately in relation to the area of the site that lies within the Green Belt. The Green Belt designation covers an area of the site approximately 70% of the application site. The boundary of this Green Belt designation is located approximately 12m to the east side of the proposed apartment block and extends across the entire width of the remainder of the site to the east, and north, northeast and south west towards the golf course, park etc. The area of the site which has been the subject of previous planning permission is located to the west side of the Green Belt boundary.

Brownfield Land

4. It is considered that the part of the site to the west which is brownfield land and lies outside of the Green Belt would make a positive contribution towards the Councils brownfield target as set out in Policy L1.7, it would also contribute towards the Councils Housing Land target set out in Policy L1 through the provision of 2 bed accommodation.

Green Belt

5. Paragraph 87 of NPPF states that as with previous policy inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
6. Paragraph 88 sets out that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.
7. Paragraph 89 of the NPPF advises that Local Planning Authorities should regard the construction of new buildings as inappropriate development in the Green Belt. Exceptions to this are:

- Buildings for agriculture and forestry;
- Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

8. The Trafford Core Strategy at Policy R4 supports the policies in the NPPF and states:- The Council will continue to protect the Green Belt from inappropriate development. New development including buildings or uses for a temporary period will only be permitted within these areas where it is for one of the appropriate uses specified in national guidance, where the proposal does not prejudice the primary purposes of the Green Belt set out in national guidance by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal.
9. New housing development in the Green Belt is, by definition, inappropriate development and contrary to national and local Green Belt policies. Recent Government statements have emphasized the importance of the Green Belt. This development should only be approved if very special circumstances (advanced by the applicant) will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations

Consideration of Very Special Circumstances

10. The applicant as part of their submission has presented a case of 'very special circumstances' in order to advance a case for the Council to support residential development on Green Belt land. The very special circumstances case is that the applicant will create a woodland to the eastern extremity of the site, covering an area of 0.27ha within the overall application site (this proposed woodland area would account for approximately one third of the application site). This woodland is proposed to be gifted as a community asset, to be used by St Michaels Primary School.
11. It is not considered that the gifting of this land would constitute the very special circumstances that would permit this form of development on allocated Green Belt land. This land proposed to be developed on, towards the central and eastern aspects of the site and which includes the area of proposed woodland, had previously been attractive woodland. The Council would maintain that the

applicant has a duty in any event to replace the protected trees following their unauthorised removal. It is also considered that the adjacent school St Michaels has a significant amount of green open space within its environs that the pupils can utilise. Any benefits that might arise from the use of this land by the school are not considered the very special circumstances to allow inappropriate development in the Green Belt. It should be noted that it would appear that the Council's education section have not been approached by the school regarding the proposed use of this woodland, nor have the school contacted the planning department to confirm support or otherwise for this part of the proposal.

12. In support of their case of very special circumstances, the applicant has stated that part of the site is brownfield land and recognised to be developed in line with the Strategic Housing Land Availability Assessment, the remainder of the site is enclosed by fencing and is considered to have a derelict appearance and is different from the surrounding Green Belt. The area the applicant refers to as having a 'derelict appearance' had previously contained protected trees that the applicant removed. No attempt has been made in the interim to replant trees in reparation for those removed; the applicant has allowed the site to evolve to its current state. Therefore it is not accepted that the current state of the site should form part of the very special circumstances case.
13. The argument put forward by the developer stating that the proposed development's ability to contribute to the borough's five year supply is also not considered sufficient to outweigh the harm that it will cause to the Green Belt. Planning Policy Guidance makes it clear that unmet housing need is unlikely to outweigh the harm to the Green Belt and other harm to constitute the "very special circumstances" justifying inappropriate development on a site within the Green Belt. As stated previously although the proposed use of the site for housing would contribute to the overall housing land supply in Trafford, it is considered that Trafford currently has a five year supply of housing land, taking into account the slow rate of delivery, as set out in NPPF, therefore this site is not required to meet the borough's housing land target.
14. The applicant also lists a number of 'benefits' arising from the proposed development (i.e employment during construction; the site is available and viable in short timescale; delivers benefits to rail passengers, to name but a few). It is not considered this list of benefits is in anyway very special circumstances that would outweigh harm to the Green Belt. It appears to be fairly standard list of benefits associated with any development that could be achieved through development of a brownfield site outside the Green Belt.

Impact on Openness & Encroachment into the Green Belt

15. Whilst there is no objection in principle to the development of the brownfield part of the site; the application must be considered as one proposal, and because most of the site lies within Green Belt the applicant has failed to demonstrate that very special circumstances exist that would outweigh harm to the Green Belt.

16. The NPPF states that the essential characteristics of Green Belt are their openness and their permanence. The application site is partially restricted from the general streetscene given its location extending along the railway line. Elements of tree cover also restrict some views of the site. However, a loss of openness occurs from the presence of built form, regardless if this built form can readily be seen from public highways. A public footpath runs to the south of the application site and it is also readily visible from the residential area to the south of Flixton station itself, therefore the restrictive views of the site and partial screening would not in any way mitigate the loss of openness that would occur as a result of the development to erect new housing on this site.
17. Further advice within the NPPF and reflected in Policy R4.2 of the Trafford Core Strategy recognises that safeguarding the countryside from encroachment is one of the five purposes of including land within the Green Belt. Developing this land for housing would fail to safeguard the Green Belt from encroachment. It is acknowledged that there is nearby built development to the application site and the designated area of Green Belt. However, unlike the other four purposes listed at paragraph 80 of the NPPF, there is no corresponding reference to a nearby town or urban area in relation to encroachment.
18. It is considered therefore that the proposed reduction in openness and failure to prevent encroachment into the countryside adds significantly to the harm by reason of inappropriateness.
19. Consequently, and in accordance with NPPF, there cannot be a presumption in favour of this development. Paragraph 14 of NPPF makes it clear that in decision making terms, the presumption in favour of sustainable development means approving development proposals that accord with the development plan. It is considered that this development is contrary to the adopted development plan for Trafford and national Green Belt Policy.

Impact on Visual Amenity of the Green Belt

20. The proposed development will introduce new built development in an area not previously developed that will have a harmful impact on the visual amenities of the Green Belt.

Greenfield Land

21. As part of this proposal is on greenfield land it will need to be considered in the light of Policies L1.7- L1.9 of the Trafford Core Strategy.
22. Specifically, Policy L1.7 sets an indicative target of 80% of new housing provision to be built on brownfield land. In order to achieve this the Council will release previously developed land and sustainable urban area green-field land; in the following order of priority:
- Firstly land within the Regional Centre and Inner Areas;

- Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres; and
- Thirdly land that can be shown to be of benefit to the achievement of the wider plan objectives set out in Chapters 4 and 5 of the Core Strategy. (Strategic Objectives and Place Objectives).

23. It should be noted that the order of priority for the release of brownfield land and sustainable urban area greenfield land set out in Policy L1.7 is not relevant to the part of the proposal to the east as this part of the site is neither brownfield nor within the urban area.

24. Policy L1.8 of the Core Strategy deals with the delivery of development in relation to both Table L1 and the brownfield land target. It states that where regular monitoring reveals a significant (in excess of 20%) under-performance in the delivery of development as proposed in Table L1, the Council will seek to determine the reasons for the under performance and take development management action to augment the supply of deliverable sites to improve performance. Similarly, where the regular monitoring reveals a significant (in excess of 10%) under-performance against the indicative previously developed brownfield land use target set in L1.7, the Council will seek to determine the reasons for the underperformance and take development management action to accelerate the delivery of development, firstly on previously developed sites with planning permission or allocated for development, to raise performance. Until such time as monitoring evidence indicates that the previously developed land use under-performance has been reduced to an acceptable level by the measures taken, the Council may reject applications for the development of greenfield sites where the overall delivery of housing is not jeopardised.

25. Regular monitoring has revealed that the actual rate of home building is failing to meet the previously developed land target of 80% but not significantly so with a rate of 76% built in 2012/13 and 65% in 2013/14. However this monitoring has also revealed that, the actual rate of building is failing to meet the housing land target (as expressed in Table L1) by more than 20%. A judgement would therefore need to be made as to what form of development management action would be most appropriate.

26. The Council's Strategic Housing Land Availability Assessment (SHLAA). The SHLAA (2013) identifies 4493 units as deliverable over the five year period 2013/14 to 2017/8; based on the housing land target set out in the Trafford Core Strategy, for that same period, of 3470 this provides a 20% buffer of deliverable sites. As such it is considered that sufficient deliverable sites have been identified to meet the requirements of paragraph 47 of NPPF, including in situations of under delivery. i.e. the SHLAA identifies sufficient land to provide five years' worth of deliverable housing land plus a 20% "buffer". Additionally the SHLAA identifies 3017 units in the five year period 2018/19 to 2022/23. Based on the housing land target set out in the Trafford Core Strategy for that same period (of 3006 units), this provides in excess of five years supply for that period. In relation to the five year period through to 2027/28 (i.e. the 11-15 year supply), the Council's SHLAA identifies 2147 units which equates to

approximately 3.7 years supply based on the housing land target set out in the Trafford Core Strategy for that same period (of 2890 units).

27. Part of this proposal is for the erection of 14no. semi detached houses on greenfield land outside of the urban area. Whilst it is accepted that this would contribute to the provision of an increased number of family homes in the Borough (in line with Policy L2), it has not been sufficiently demonstrated how it would meet the other housing needs expressed in Policy L2 of the Core Strategy in that there will be no affordable housing provided, it is not designed for frail elderly persons, Gypsy, Roma or Traveller communities or Travelling Showpeople.
28. Additionally insufficient justification has been provided in respect of the release of the part of the site that is greenfield in respect of Policy L1.9. The Policy clearly states that such development will only be considered favourably where it can be demonstrated that the proposed development will be capable of creating sustainable communities; will contribute significantly to the Plans overall objectives, including economic growth of the City Region and the provision of affordable housing; and where it can be demonstrated that the development of that land will not compromise the Council's achievement of its brown-field land target over the Plan period and that without its release the Council's 5 year housing land supply target could not be delivered.
29. It is considered that the part of the application site to the east, which is classified as greenfield land outside of the urban area, would further harm the Council's ability to achieve its brownfield land target but its non-delivery will not compromise the Council's five year supply. It is considered that insufficient evidence has been provided in order to demonstrate that the harm to achieving the previously developed land target would be outweighed by the benefits that the development could provide in relation to the objectives of the Trafford Core Strategy.

DESIGN AND LAYOUT

30. The proposed apartment block has an elongated 'T' shape footprint, the stem of which will be located immediately adjacent to the southern boundary of the site with the public right of way footpath on the opposite side of which is the rear garden area of 15 The Grove which also shares a boundary with the footpath. The main parking area for the apartment block is located to the east side of the building (14 spaces) and three spaces to the west side including the disabled access space.
31. The apartment block will have living accommodation over three levels and has a conventional hipped roof design, constructed in red brick, concrete roof tile and UPVC windows. The building will measure approximately 8.5m to eaves and approximately 11.8m to ridge height. The apartment block has been designed to have no windows on the rear elevation nearest to and facing The Grove, this results in a large expanse of blank elevation 14.8m in length over three levels. This arrangement results in a stark elevation without conventional openings which would detract from the character of the area. The positioning

of the apartment block immediately adjacent to the southern boundary is considered to be a cramped form of development given the excessive size of the footprint of the building, its positioning only allows for the internal access to the north side of the apartment block with little or no room for landscaping.

32. The proposed semi-detached dwellings are designed with two floors of accommodation. Similar to the apartment building, these dwellings will be constructed in red facing brick, concrete tile and UPVC windows. The buildings will have a conventional dual pitch roof and a feature gable to the front elevation. The dwellings are positioned in a linear format to follow the configuration of the site. The buildings will have an eaves height of approximately 5m and a ridge height of approximately 9m. Parking will be located to the side of the dwelling house (2x spaces allocated to each dwelling). Unlike the apartment block these buildings will have conventional openings on the rear elevation, therefore the design and appearance of the buildings is considered acceptable.
33. Whilst the Council have previously granted outline permission (Ref:H/OUT/68099 now expired) for the erection of 12 apartments contained within two detached blocks, located to the north side of the site on the area of previously developed section of the site. However no details for scale, massing or design were submitted as part of that application as consent was only sought for access. It is considered that the proposed apartment block by reason of its extensive blank elevation will result in an incongruous feature that would be to the detriment of the character of the area.

RESIDENTIAL AMENITY

34. The proposed apartment block has been designed to include an entire blank rear elevation on the south side of the site adjacent to the public right of way boundary. The building has been designed in this manner in order to not have any habitable room windows facing towards the nearby residential dwellings. To the south side of the public right of way is the rear garden area of 15 The Grove, the proposed rear elevation of the apartment block would be positioned approximately 2.5m from 15 The Grove's rear boundary. As stated previously the rear elevation will measure approximately 14.8m in length and will have an eaves height of approximately 8.5m and ridge height of approximately 11.8m.
35. The application site is at a marginally lower level than the public right of way and the residential properties on The Grove, in addition a number of low level bushes and trees are located between the application site and The Grove. Notwithstanding this relationship, the proposed apartment block in close proximity to the rear gardens of 15 and 17 The Grove would result in an unduly overbearing development which would be visually intrusive to the nearby occupants.
36. The first pair of semi-detached dwellings (nearest the apartment block) will have first floor rear facing windows (2x bedroom windows on each dwelling) which will retain a distance of approximately 9m to the rear boundary of 17 The Grove. Advice contained within the Council's Supplementary planning

Guidance require a minimum distance of 10.5m from main first floor habitable windows to residential garden boundaries. The proposed dwellings fall short of this parameter and would therefore be considered to result in undue overlooking and loss of privacy to the detriment of the occupants at 17 The Grove.

IMPACT ON WILDLIFE CORRIDOR/PROTECTED TREES

37. As part of the reason for refusal of planning permission H/OUT/55629 (see planning history section of this report), the Council raised concern over the impact of residential development on the wildlife corridor, this concern was upheld at the subsequent appeal by the Planning Inspector. The subsequent application that was approved H/OUT/68099 proposed moving the residential development further away from the protected trees which formed part of the wildlife corridor and the development would be concentrated on previously developed land.
38. This current proposal now includes new development on a previously undeveloped section of the wildlife corridor and will involve the formation of a new hard surfaced access road, buildings and hard landscaping from the north to south boundaries of the site. This land should have been replanted with new trees to replace those trees which had been removed.
39. By introducing new build development over a substantial section of this previously undeveloped section of wildlife corridor, the proposal will restrict the ability of the corridor to function for the purposes of permitting wildlife to move unhindered along this limited area of undeveloped land. Policy R2 of the Trafford Core Strategy seeks to ensure the protection and enhancement of the natural environment. This section of the Core Strategy identifies that natural areas are not only on greenfield land but also on brownfield land and it is important to recognise that in some places these can have significant ecological value. Whilst the new development would remove a substantial section of previously undeveloped greenfield land, it would be difficult to determine beyond any reasonable doubt that the corridor would fail to function. Consideration would also have to be given to the proposal to replant trees within the suggested woodland area which would be of a benefit to re-establishing this section of corridor to its previous state. Entire replanting of the TPO site would be the preferred option.
40. The development of this area of the site for residential units means that that the tree cover that has been lost will not be able to be replaced.
41. Section 206 of the Town and Country Planning Act 1990 requires that when a tree that was subject to a tree preservation order is "removed, uprooted or destroyed" in contravention of the order, the owner of the land must plant another tree of appropriate size and species at the same place as soon as he or she reasonably can. This duty applies in every case following unauthorised works, except where the planning authority dispenses with it. Again, the duty attaches to whoever is the current owner of the land, even if the trees were felled by a previous owner, a tenant or licensee, or even a trespasser. An

owner wishing to avoid the need to plant new trees should apply to the authority by letter for a dispensation. Once the replacement trees have been planted, they are automatically subject to the order that protected the original trees.

42. If the landowners have not planted the aforementioned replacement trees or obtained a dispensation, Section 207 of the current Planning Act enables the authority to enforce replacement by serving a 'Tree Replacement Notice'. Non-compliance with a Tree Replacement Notice is not an offence, but it allows Council officers and operatives to enter the land, plant the trees and to take whatever steps are necessary to recover the Council's costs from the landowner. A Tree Replacement Notice must be served within four years of the failure to comply with the requirements of Section 206.
43. No replanting of the removed trees has taken place in the preceding years from their removal. The preferred outcome for this site is to see the site replanted with appropriate tree stock and numbers to replace those lost. Replanting would be of benefit to the sites designation as Green Belt and wildlife corridor.

ACCESS, HIGHWAYS AND CAR PARKING

44. To meet the Councils car parking standards 28 car parking spaces are required for the houses and 30 car parking spaces for the flats. Also 30 allocated or 15 communal cycle parking spaces are required in order to meet the Councils requirements.
45. The proposals include 44 off street parking spaces in total, 28 for the houses and 17 spaces for the flats and therefore fall short of the Councils required car parking standards. Whilst the parking standards are maximum standards, despite being located alongside train facilities, the area falls within Area B within the councils car parking standards and therefore each unit requires 2 car parking spaces each. No detail has been provided in relation to cycle parking for the flats.
46. The planning statement sets out that access to the site is 'via the existing access road taken directly from Flixton Road. Each individual property has separate vehicular and pedestrian access points from the proposed new road into the site as illustrated in the site layout plan. A turning head is also provided at the eastern end of the site. The applicant has not submitted any supporting statement regarding trip generation for the development
47. Access to the station is maintained through the proposed development which includes improvements to the junction with Flixton Road and changes to the layout of the station approach to improve "kiss and ride" facility and creates additional parking spaces for rail passengers'.
48. A number of previous applications for residential development on this site were refused due to overdevelopment (and upheld on appeal) before a scheme was granted approval in 2009 for 12 flats. That application (H/OUT/68099) was an

outline application for 12 flats. On highways grounds there were no objections as the proposed development did not increase the level of trips at the site above the TRICS confirmed existing level of 8 in the peak hour. In addition a condition was added to the outline approval for a scheme for additional road markings and signage in the vicinity of the site to be submitted and approved in writing by the LPA. The scheme was to include measures for calming vehicle speeds on Flixton Road over the adjacent railway bridge and at encouraging vehicles to exit the site in a left direction only. No residential units were to be occupied until the approved scheme was implemented in full.

49. The scheme proposed at the time of the application sought to encourage left turn only out of the site, a narrowing of carriageway lanes, centre hatching, chevrons, coloured surfacing and signing.
50. For this application no TRICS information has been submitted to detail the resultant vehicle trips generated by the site. However, it is considered that the proposals result in an increase from the existing accepted level of trips from the site based on the level of units proposed despite the proposed shortfall in parking at the site.
51. The LHA does not support a shortfall in the car parking and cycle parking provision from the standards in this part of the borough and further to this there are concerns with the proposed layout submitted within this application. At the end of the cul-de-sac two car parking spaces are shown which align with the whole length of footway, this would result in a vehicle having to reverse the full length of the footway which is not acceptable on safety grounds. The proposed houses are located very close to the frontage which means there is limited visibility for vehicles driving off the proposed drive, bearing in mind that Manual for Streets states that even in forward gear the drivers eye is some 2.4m back from the front of the vehicle.
52. The parking to House 1 is restricted in visibility to the right by the building and to the left by the proposed car parking for the flats. Further to this restricted visibility, the proposed car parking spaces located to the left of the flats cannot see if someone is driving up the access road due to the size and location of the building. The highways layout indicates a roundabout sized junction without a roundabout which is very ambiguous and confusing. Drivers will be unsure where to place themselves and conflicts could result. Further to this the four car parking spaces proposed on the access road have to pass into the middle of the ambiguous round area to be able to turn around to a poor layout, two of the spaces do not have a pedestrian path which runs alongside them either and therefore there will be nowhere for passengers to step outside the car once parked. No bin storage is shown on the submitted plans and no swept paths have been submitted to demonstrate where refuse vehicles will turn within the site.
53. The applicants Transport Consultant, have submitted proposed highway works for the junction of Flixton Road to try to improve visibility from the site. The proposals include some small building outs to improve visibility. These are

not considered to allow for stopping distances for vehicles on Flixton Road approaching the site junction.

54. In addition no assessment has been made for the distance of visibility afforded for vehicles intending to turn right into the site access from Flixton Road. The proposals do not include any restricted movements and no detailed discussion has been provided with the submitted plan.
55. Therefore in its current form, the layout is not acceptable on highway safety grounds. The proposals fall short of the Council's car parking and cycle parking standards, the trip generation resulting from the development would not be acceptable at a location where visibility is restricted. In addition, it is considered that the proposed scheme for Flixton Road is not adequate to mitigate the impacts of the proposed development sufficiently and that the shortfall from the Manual for Streets in this respect is a significant concern.

VIABILITY

56. Policy L2 of the Trafford Core Strategy seeks, amongst other things, an adequate mix of house types and sizes to meet the Borough's housing needs. The policy also includes the requirement for affordable housing.
57. The proposed development of 29 residential units is above the qualifying threshold of five residential units for this location within the borough which is classified as 'moderate market location'. Advice within the Council's SPD1 document (Planning Obligations July 2014) indicates that the contribution would be 20% (with a flexibility to increase this to 25% under good market conditions or decrease it to 10% under poor market conditions. The scheme should return 6 affordable units under a 20% contribution.
58. The applicant has submitted an affordable housing statement as part of a viability assessment with the applicant taking into account local assumptions for costs, values and expected developers return. The conclusion of this assessment is that the applicant does not propose to provide any affordable units.
59. The viability assessment has been considered, and the conclusion reached is that it does not demonstrate that the applicant cannot afford to provide affordable housing units for this site.

DEVELOPER CONTRIBUTIONS

60. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the moderate charging zone for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre, and apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

61. The applicant has indicated that they are prepared to enter into a Section 106 legal agreement relating to works required to the junction with Flixton Road and the provision of the woodland area.

CONCLUSION

62. The applicant has failed to demonstrate that the proposed development would be acceptable with regards Green Belt and also development on 'Greenfield' land. It is considered that the proposal will have an unacceptable impact on residential and visual amenity along with inadequate parking provision and highways layout. The applicant has also failed to demonstrate that it would not be viable to provide the affordable housing that the proposed development would be anticipated to provide. For the above reasons it is recommended that the application be refused.

RECOMMENDATION: REFUSE for the following reasons:-

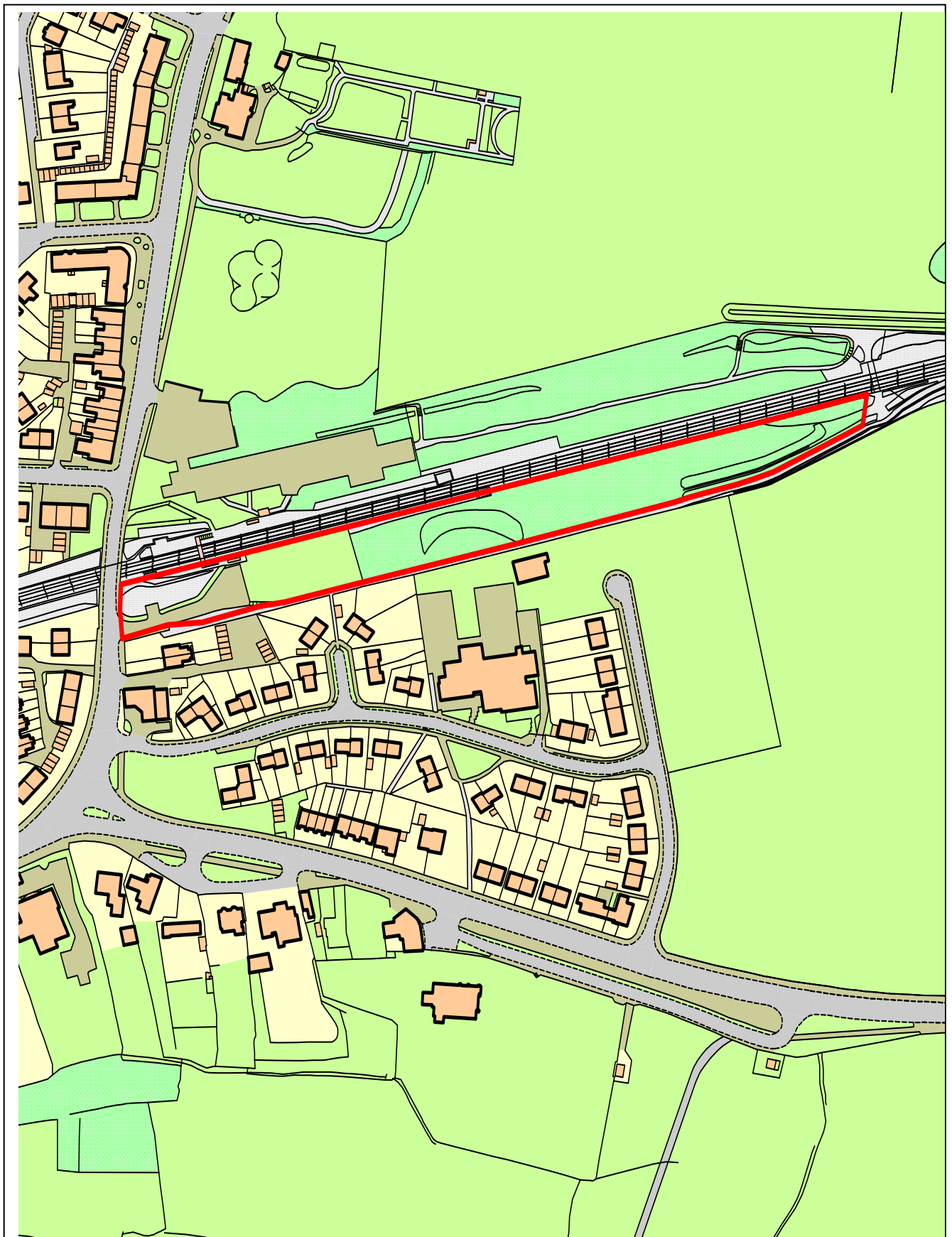
1. The proposed development is located within the Green Belt where there is a presumption against inappropriate development and where development will only be allowed if it is for an appropriate purpose or where very special circumstances can be demonstrated. The applicant has failed to demonstrate that there are any such very special circumstances to permit the type, scale and form of development proposed and as such the development is contrary to Government advice contained in NPPF and to Policy R4 of the Trafford Core Strategy and Policy C4 of the Revised Trafford Unitary Development Plan.
2. That part of the development that lies within the Green Belt, would harm the openness, character and visual amenity of the Green Belt and would fail to safeguard against encroachment into the Green Belt. As such the proposal is contrary to Policies L7 and R4 of the Trafford Core Strategy and Policy C4 of the Revised Trafford Unitary Development Plan and the NPPF.
3. The proposed development of this greenfield site would harm the Council's ability to achieve its previously developed land target. Insufficient evidence has been provided to demonstrate that this harm would be outweighed by any benefits that the development could provide in relation to the objectives of the Trafford Core Strategy. As such the proposal is contrary to Policy L1 of the Trafford Core Strategy.
4. The proposed development would be detrimental to the residential, visual amenity and character of the area; in particular the apartment block would include an incongruous design feature by reason of a substantial element of blank elevation and would result in a cramped form of development and be visually intrusive and overbearing to the occupiers of adjacent residential properties by reason of the siting of the apartment building in close proximity to the site boundary. An unacceptable level of overlooking and loss of privacy would result from the development. As such the proposal would be contrary to Policy L7 of the Trafford Core Strategy and advice contained within the

Councils Supplementary Planning Guidance 'New Residential Development' and the NPPF.

5. The proposed development would generate a significant demand for car parking which cannot be accommodated on this site in a satisfactory manner with the result that vehicles would be forced to park on surrounding highways; the proposed parking layout, internal road layout and site access are unsatisfactory, and would in consequence be detrimental to residential amenity, the general amenity of the area and highway safety. As such the proposal would be contrary to Policies L4 and L7 of the Trafford Core Strategy, and advice contained within the Council's Supplementary Planning Document SPD3: Parking Standards and Design and the NPPF.

6. The applicant has failed to demonstrate that the provision of affordable housing would make the development unviable. The proposed development fails to meet the requirements of the area for the provision of affordable housing. As such the proposed development is contrary to Policies L2 and L8 of the Core Strategy and guidance set out in SPD1: Planning Obligations and the National Planning Policy Framework and would result in an unsustainable form of development in that it would not contribute to the provision of affordable housing necessary to help meet the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy.

CM



LOCATION PLAN FOR APPLICATION No: - 83736/FULL/2014

Scale 1:1250 for identification purposes only.

Head of Planning Services, Trafford Town Hall, 1st Floor, Talbot Road, Stretford, M32 0TH

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