

**OUTLINE APPLICATION FOR DEMOLITION OF EXISTING INDUSTRIAL BUILDING AND REDEVELOPMENT OF SITE TO FORM PETROL FILLING STATION WITH ASSOCIATED 370SQM KIOSK UNIT AND CAR WASH; ERECTION OF 795SQM OF A3 FLOOR-SPACE, PROVIDED WITHIN 2NO. DRIVE-THRU CAFÉ/RESTAURANT UNITS. FORMATION OF NEW VEHICULAR ACCESS, CIRCULATION ROADS WITHIN SITE, AND AREAS OF CAR PARKING (CONSENT SOUGHT FOR ACCESS ONLY WITH ALL OTHER MATTERS RESERVED).**

Monde Trading Estate, Westinghouse Point, Trafford Park, M17 1QP

**APPLICANT:** Canmoor Developments Ltd.

**AGENT:** Howard and Seddon

**RECOMMENDATION: REFUSE**

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## **SITE**

The application site relates to a peninsula of land situated within two arms of the Parkway Circle roundabout, a prominent meeting point of highways within the Trafford Park Industrial Estate. At present much of the land is occupied by a large industrial warehouse, some 4,500sqm in footprint. Vehicular access is achieved via a cobbled track, which extends the full length of the sites south-western boundary, leading from Westinghouse Road. This latter highway, along with the Parkway, inform the south-eastern and north-western parameters of the site respectively, and feed-in to Parkway Circle which lays immediately to the north-east. The cobbled access separates the application building from the rest of the Monde Trading Estate, which comprises of a cluster of smaller-scale industrial units. Palisade fencing defines and secures most of the site boundary-line, with sloping grass verges populated with trees beyond that, and adjacent to the highway. The surrounding area is dominated by the road network and its associated infrastructure, particularly as this runs at an elevated level compared to the application site. All other buildings in the area are of an industrial character.

The Manchester Metrolink line is set to extend through Trafford Park and terminate with a station at the Trafford Centre. Statutory powers have previously been secured for this line, which included a Parkway Station within the application site, although compulsory purchase powers have since expired. Similarly Outline planning permission has been granted, and subsequently renewed twice, for a Metrolink station on this site, although all permissions have now lapsed. Revised plans for the Trafford Park line, which have been put out to public consultation, indicate that Westinghouse Road would be diverted through the south-western portion of the application site to allow the nearby Parkway station to be built on what is now

Parkway Circle. A small park-and-ride facility for the station would appear to partially overlap with the north-eastern corner of the Westinghouse Point site.

## **PROPOSAL**

Outline planning permission is sought to demolish the existing industrial warehouse and erect a petrol filling station (PFS) and two drive-thru café/restaurants in its place. Consent is sought for 'access' and 'layout' only, with all other matters reserved (scale, appearance, landscaping).

The existing access from Westinghouse Road would be utilised, with vehicles subsequently entering the site at its southern corner. The length of the site is divided into two by a centralised access road that serves all of the proposed uses. The north-eastern portion of the site would accommodate two drive-thru Café/restaurant units (Use Class A3) that face out onto Parkway Circle and are served by an 87 space car park. The Design & Access Statement submitted with the application suggests that the larger of the two buildings (500sqm) would be occupied as a fast-food restaurant (500sqm), whilst the smaller unit would operate as a drive-thru café (245sqm).

South-west of the central access road would be the new PFS with its associated kiosk building (370sqm). The surrounding forecourt would provide car wash and valet services. Given the site's location within the Trafford Park Industrial Estate, special facilities for the re-fuelling, manoeuvring and parking of HGV's have been proposed, and would be accommodated at the north-western end of this land.

The submitted site plan has identified areas where soft landscaping could be accommodated, although this is only indicative under this application.

The total floorspace of the proposed development would be 815m<sup>2</sup>.

## **THE DEVELOPMENT PLAN IN TRAFFORD**

### **The Development Plan in Trafford Comprises:**

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; and

- The **Regional Spatial Strategy for the North West of England**, adopted September 2008. On 24<sup>th</sup> April 2013, the Secretary of State for Communities and Local Government laid an Order in Parliament to revoke the Regional Spatial Strategy for the North West. The Order will come into force on 20<sup>th</sup> May 2013 and from that date RSS for the North West will no longer form part of the Development Plan in Trafford for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore will no longer be a material consideration when determining planning applications. The decision to revoke the Regional Strategy for the North West follows the outcomes of the Strategic Environmental Assessment and associated consultation on the environmental report of abolition in the region.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25<sup>th</sup> January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste 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.
- The **Greater Manchester Joint Minerals Plan**, adopted 26<sup>th</sup> April 2012. On the 13<sup>th</sup> 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 26<sup>th</sup> 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.

## **National Planning Policy Framework**

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

## **PRINCIPAL CORE STRATEGY POLICIES/PROPOSALS**

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

W1 – Economy

W2 – Town Centres and Retail

## **RELEVANT SAVED UDP POLICIES**

TP11 – The Trafford Park Rail Corridors

T11 – High Quality Integrated Public Transport Network Improvements

## **PROPOSALS MAP NOTATION**

The UDP Proposals Map shows the Trafford Park Metrolink extension running through the site, with a new station located at its centre.

## **RELEVANT PLANNING HISTORY**

H/REN/OUT/69478 – Renewal of existing outline planning permission (H/REN/61774) for construction of Metrolink stop (Parkway) with associated works including pedestrian access – Approved with Conditions, 26/06/2008

H/REN/61774 – Renewal of existing outline planning permission (H/OUT/53566) for the construction of new Metrolink Stop (Parkway) with associated works including pedestrian access – Approved with Conditions, 6<sup>th</sup> May 2005.

H/OUT/53566 – Construction of new Metrolink stop (parkway) with associated works including pedestrian access – Approved with Conditions, 10<sup>th</sup> May 2002

## **APPLICANT'S SUBMISSION**

The applicant has submitted a Design and Access Statement; Sequential Test; Air Quality Assessment; Transport Assessment; Flood Risk Assessment; Ecological Scoping Survey; in support of the application which will be referred to, where relevant, within the Observations section of this report.

## **CONSULTATIONS**

**Transport for Greater Manchester** TfGM has objected to the development on the following grounds:

### Metrolink Powers

The land forms part of the statutory powers to construct and operate a Light Rapid Transit System, authorised by the Greater Manchester (Light Rapid Transit System) Act 1992 and the Greater Manchester (light Rapid Transit System) (Trafford Park) order 2001.

The application site is allocated within the Revised Trafford UDP as forming land to provide high quality public transport network improvements (Policy T11).

Under Policy L4.10 the Core Strategy seeks to safeguard proposed highway and public transport routes and infrastructure from development that would prejudice their continued use &/or development for transportation use.

TfGM are currently reviewing design options for a revised Metrolink alignment through Trafford Park and are likely to require the use of all or part of the land.

### Underuse of the site

The proposed development site sits in a prominent location and encompasses approximately 1.5ha; however, it only anticipates employing 15 people, which seems to be a significant under-use of designated employment land, preventing future intensive employment/investment opportunities within the Main Industrial Area.

### Sequential Test

The Sequential Test provided with the planning application is brief and has not identified which alternative sites have been reviewed; it simply states that no other sites are available. No justification is provided that shows a need for such a development within Trafford Park.

### Transport Assessment

The base traffic flows were not assessed using a neutral month of the year.

Weekday morning and evening peak periods were not addressed in the main body of the TA.

Amendments would be required to the existing road network to facilitate the development.

**LHA:** Following amendments to the site layout there are no objections, subject to conditions and minor alterations to the new access road layout.

**Pollution & Licensing:**

Contaminated Land: Standard conditions recommended

Air Quality: No objections.

**United Utilities (water):** No objections. Standard conditions relating to foul and surface water drainage recommended.

**GMEU:** The site has few, if any, ecological constraints, consisting of hardstanding and a building that has been assessed as having negligible bat or bird roosting potential. The boundary of the site is screened by trees which are likely to provide some bird nesting potential. Invasive species may also be present around the boundary of the site. Standard conditions recommended.

**REPRESENTATIONS**

None

**APPLICANT'S SUPPORTING STATEMENTS**

The applicant has submitted a Design & Access Statement; Transport Assessment; an updated Employment Land & Retail Sites Appraisal; Ecological Scoping Survey; Air Quality Assessment; and Flood Risk Assessment with the application, which will be referred to, where relevant, within the main Observations section of this report.

**OBSERVATIONS**

PRINCIPLE OF DEVELOPMENT

Demolition of the existing building; loss of employment land and introduction of retail uses

1. The application site falls within the Trafford Park Core Industrial Area, and the replacement of the existing industrial unit with retail uses will result in the loss of designated employment land. Policy W1.12 of the Core Strategy requires applicants to meet a series of tests when proposing a development that involves the loss of employment land. An updated Employment Land and Retail Sites Appraisal has explained that the existing warehouse building has been actively marketed since June 2012, but this has not resulted in any serious enquiries from occupiers seeking to retain the existing use. The Appraisal has also shown that the loss of the premises would not result in a significant reduction (1.35%) in the

amount of available supply of employment space within Trafford Park. This information is sufficient to demonstrate that there is no need for the site to be retained for employment purposes and is redundant.

2. The applicants have stated that there is significant local demand from employees within Trafford Park for a PFS and food and drink facilities that is not currently being met within the Trafford Park Village. This, they contend, is evidenced by the number of mobile food vans around Trafford Park and the movement of people out to the Trafford Centre at lunchtime. This identified need for the proposed land uses is acknowledged, and it is further considered that they would be consistent with, and complementary to, the primary function of the locality, particularly as it would provide parking space and facilities for HGV drivers.
3. The applicants have also demonstrated within their Appraisal that other sequentially preferable potential sites for the proposal have been considered for the proposal and that none were found to be suitable, available or viable. It has also been shown that the the proposal would not have an adverse effect on the operations of neighbouring uses. As such, it is considered that the applicants have demonstrated consistency with Policy W1.12 of the Trafford Core Strategy regarding the loss of employment land.
4. The existing warehouse building is of little architectural merit and is considered by Greater Manchester Ecological Unit as having negligible bat or bird roosting potential. As such there are no objections to its demolition.

#### Impact on delivery of Metrolink

5. Saved Proposal T11 of the Revised Trafford UDP states that the Council will not grant planning permission for any development proposals that may prejudice the integrity of....., or future provision of Metrolink. Proposal T11 states that the Council will seek to support the development of...a Metrolink extension through Trafford Park to the Trafford Centre and the provision of new Metrolink stations on this extension at... Park Way (as indicated on the Proposals Map). The Council will not grant planning permission for any development that will prejudice the construction of any of these listed improvement schemes. Core Strategy Policy L4 promotes the improvement and extension of the Metrolink light rail network within the Borough with specific schemes for improvement being identified within the Land Allocations Plan.
6. TfGM submitted a Transport and Works Act Order (TWAO) application for the Trafford Park line to the Department for Transport on 11th November 2014. TfGM will continue to develop the scheme whilst following the statutory process to obtain a TWAO. The alignment of the route is subject to further design development as the scheme progresses. However, the Planning Direction drawings submitted in support of the TWAO application show (Sheet No. 6) the proposed comprehensive realignment of the Park Way junction incorporating the proposed new Metrolink line, Park Way stop and associated park and ride facility.
7. The application site is identified as a proposed construction compound on this plan, with part of the site required for a realigned Westinghouse Road and another

portion used forming part of the park and ride facility (although not the proposed Metrolink line or Park Way stop). The proposed layout relies on virtually all available land within the site not occupied by new buildings as being available for the parking, or movement, of vehicles, including large HGV's. Subsequently the proposed development layout would appear to conflict with the realignment of Westinghouse Road to facilitate the Park Way stop, and the introduction of a supporting park-and-ride facility. Therefore, it is considered that the proposed development has the potential to prejudice the delivery of the Trafford Park line and would not be consistent with Core Strategy Policy L4, Revised UDP Proposals T11 and TP11, and as such it is recommended that Outline planning permission be refused for this development.

## IMPACT OF LAYOUT ON STREETSCENE

8. The proposed layout plan shows that three buildings would be introduced within the site. The two drive-thru units have been sited so as to span across, and orientate themselves towards, Parkway Circle. Unit 1 would retain a distance of 6-10m to the north-eastern boundary, whilst Unit 2 would achieve a 4m-7m separation. A 3m wide drive-thru lane would wrap around the rear of each unit, with the remaining space to the boundary given over to soft landscaping. It is considered that the drive-thru buildings will serve to screen views of most of the car parking areas from Parkway Circle, whilst an adequate amount of room has been set aside along this particularly boundary for landscaping. Where the drive-thru lanes do briefly kiss the site edge, there are grass verges situated immediately beyond that are currently populated with mature trees. Finally, whilst a matter principally for consideration at Reserved Matters stage, it is worth noting at this juncture that the relative proximity of the drive-thru buildings to the highway means that their highway-fronting elevations will need to be appropriately designed so as not to unduly turn their back on this prominent viewpoint.
9. The proposed PFS, with its retail kiosk and canopy structure, would be situated further into the site than the drive-thru units and subsequently would not appear particularly prominent when viewed from either the Park Way or Westinghouse Road (as existing) highways. Again it is considered important that the existing tree-planting around the site perimeters be retained and enhanced.

## ACCESS, HIGHWAYS AND CAR PARKING

### Trip Generation and Trip Distribution

10. The Transport Assessment submitted with the application indicates that, in trip generation terms, the net impact of the development will be an increase of one vehicle every three minutes on the highway during the AM peak, over and above that generated by the existing industrial use of the site. In the PM peak the development results in an increase of one vehicle every minute and in the Saturday peak, when the existing warehouse is not in use, this figure rises to an increase of four vehicles every minute.
11. The applicant has assumed that 30% of the trips to the site will be new or diverted trips, with the remaining 70% being pass-by trips. The LHA considers these

figures to be reasonable as the uses proposed are unlikely to attract many new visitors to Trafford Park.

12. The applicant has utilised 2013 traffic surveys from TfGM, with a growth factor applied also, to model the likely traffic flows on the existing network. The LHA has accepted their conclusion that all relevant junction arms will work below the capacity threshold and that the development will not cause a material impact on the performance of the Parkway roundabout.

### Parking & site layout

13. The Council's maximum parking standards state that 26 parking spaces should normally be provided for the PFS kiosk of this size, as it would be capable of operating as a small convenience store. Following amendments to the site layout, these standards have been exceeded, with 41 staff and visitor spaces shown by the applicant within the vicinity of the PFS. However the kiosk car park exit requires further amendment, as it has been located on the inside of a bend in the main access road through the site. Any subsequent revisions will be referenced within the Additional Information Report.
14. Beyond the PFS kiosk is a designated parking and turning area for up to nine HGV's, which has been suitably designed.
15. Following amendments to the scheme, a total of 87 parking spaces have been shown to the front of the two drive-thru units, which total 745sqm in size. As no floor-plans have been submitted with the application the LHA has based their maximum requirement for parking, which in this instance is 106 spaces, based on 2/3rds of the overall floor areas to the two units being publicly accessible. The level of car parking shown for this particular part of the site falls short of the Council's standards, however the number of spaces now proposed within the overall site, coupled with the likelihood that there will be some crossover in use of the proposed units, means that there are no objections to the application on the grounds of parking provision.
16. The LHA have requested further details regarding pedestrian routing, cycle/motorcycle provision; and access paths. It is considered that these could be reasonably secured by condition, or as part of a Reserved Matters application, and as such they should not contribute towards a reason for the refusal of planning permission. Similarly a detailed scheme of signing and lining for the site would need to be secured and implemented via condition, given the number of one-way routes that have been shown on the site plan.

### PLANNING CONTRIBUTIONS

17. Should Committee be minded to grant Outline planning permission for this proposal, it would be subject to the Community Infrastructure Levy (CIL), and would generate a CIL charge at the rate of £0 per square metre.

### CONCLUSION



18. The loss of employment land is accepted on this site and the applicant has shown that there are no sequentially preferable sites within the catchment area on which to put the proposals. However it is clear that a development of this layout and quantum of floor-space would, if implemented, prejudice the delivery of the Trafford Park Metrolink line and therefore, for this reason, it is recommended that Outline planning permission be refused for this application.

**RECOMMENDATION: REFUSE**

Reason:

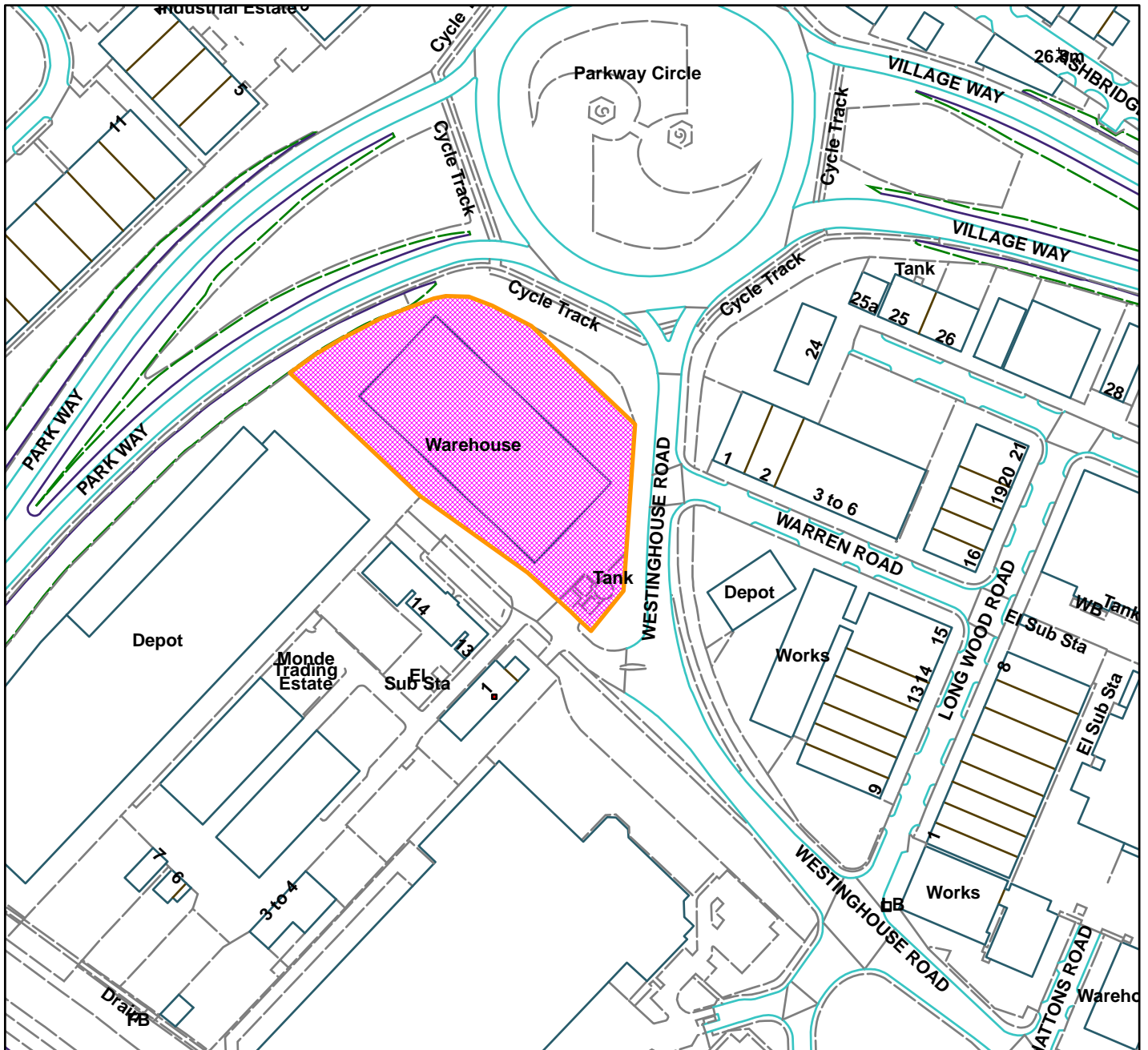
The proposed development, by reason of the quantum of development proposed, and subsequent site layout, would prejudice the delivery of the Trafford Park Metrolink line and therefore would not be consistent with Policy L4 of the Trafford Core Strategy, and Revised UDP Proposals T11 and TP11.

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Monde Trading Estate, Westinghouse Point, Trafford Park



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/04/2015
Date	26/03/2015
MSA Number	100023172 (2012)

**WARD:** Bucklow St Martins    **84315/FUL/14**

**DEPARTURE:** Yes

**Installation of 16m floodlighting columns on existing training pitches with associated transformers, and the erection of 5m and 8m fencing, and substation building.**

Manchester United Football Club, Isherwood Road, Carrington, M31 4BH

**APPLICANT:** Manchester United Limited

**AGENT:** Paul Butler Associates

**RECOMMENDATION:** GRANT

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**SITE**

The planning application site comprises part of Manchester United Football Club's training ground in Carrington. It relates to 7 training pitches and a goal keeper training area. The entire training ground is approximately 44 hectares in size. The site lies within the Green Belt and is accessed from Isherwood Road via Birch Road, which leads to the junction of Carrington Lane, Manchester Road and Flixton Road. The land immediately surrounding the application site is relatively flat and is predominantly in agricultural use; Swiss Cottage farmhouse lies directly to the north with an equestrian centre beyond. Birchmoss Covert, a Site of Biological Importance, bounds the site to the south. The urban area of Sale lies further east/south east, Broadheath to the south and the Carrington industrial complex to the north.

The overall site predominantly comprises training ground facilities, which includes an integrated training, remedial and rehabilitation facility known as 'The Training Centre' with associated first team grass pitches; an indoor training facility known as 'The Academy' and associated all weather training pitches. The site also comprises of a grounds team and visitors centre building known as the 'Jimmy Murphy Centre'; a grounds team and parent spectator building; a pedestrian walkway linking the main entrances of the training centre and academy buildings; and, a series of grass football pitches and associated training and remedial areas.

**PROPOSAL**

Planning permission is sought for the installation of 40no. floodlighting columns to a height of 16m each on the existing training pitches at the Manchester United training ground, Carrington. The floodlighting is proposed around 7 training pitches and a goalkeeper training area. Each of the columns would have a galvanised steel finish, the

luminaires would be housed in aluminium casing with a glass front. The proposal also includes a substation (for the floodlighting) on the western boundary of the site measuring 3m by 3m and green in colour located adjacent to the Jimmy Murphy building; also, the erection of new sections of fencing to a height of 5m and 8m, also green in colour. The 5m high fencing would be to the rear (south) of the training centre building and adjacent to one of the first team training pitches; the 8m high fence would be located between the goal keeper training area and a first team pitch towards the southern part of the site.

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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**

L5 – Climate Change

L7 – Design

R2 – Natural Environment

R3 – Green Infrastructure

R4 – Green Belt, Countryside and Other Protected Open Land

R5 – Open Space, Sport and Recreation

## **PROPOSALS MAP NOTATION**

Green Belt

Protection of Landscape Character

The Mersey Valley

Community Forest

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

## **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**

79841/AA/2013 - Display of internally illuminated individual letter signs to the north elevation of the main building, the south elevation of the Academy building and the north and south elevations of the visitors centre. Continued display of internally illuminated totem sign to the entrance of the site – Approved with conditions 21/03/2013

79598/AA/2012 - Display of 1.1m high non- illuminated advertisement banners around two training pitches - Approved with conditions 01/02/2013.

79562/FULL/2012 – Various works including: replacement and extension of existing footpath and road network around the training pitches; culverting and enhancement of two existing drainage ditches; underground heating; erection of 5m and 8m high fencing; replacement TV gantry; removal of existing man-made running mound. Approved with conditions 28/2/2013

77667/NMA/2011 - Application for Non-Material Amendment of 76433/FULL/2011 to facilitate alterations to parking provisions including revisions to central parking area, repositioning of 12 overspill car parking spaces, repositioning of bicycle/motorbike parking area and swapping over of siting of 2 caged training pitches on the north boundary of the site - Approved 28/11/2011.

77550/AA/2011 - Display of internally illuminated individual letter fascia sign above proposed walkway centrally within the site - Approved with Conditions 22/12/2011.

77549/FULL/2011 - Construction of pedestrian walkway with sculptured canopy and associated landscaping centrally within the site – Approved with Conditions 22/12/2011

77156/NMA/2011 - Application for non-material amendment of 76433/FULL/2011 to facilitate alterations to parking provisions, including a reduction in coach parking spaces from No. 8 to No. 6, retention of No. 3 existing car parking spaces adjacent to the entrance to all weather pitch, provision of No. 12 parking spaces to left of main access and all weather pitch, loss of No. 1 dedicated bicycle/motorbike parking areas; changes to sweep of road around the parameter of main car park; extension of hard standing to north of Academy Building; changes to internal layout and alterations to positioning of doors and windows to proposed grounds team and parents spectator building; re-siting of proposed security lodge - Approved 03/08/2011.

76433/FULL/2011 - Various external works, including: a two storey extension to the east elevation of the main building; erection of a two storey building to the west of the site to form grounds team and visitors centre facility; erection of a single storey building centrally within the site to form grounds team and parent spectator facility; erection of new security lodge to the entrance and alterations to the existing access arrangements; creation of two caged training pitches to the north west of the site; remodelling of existing car park layout and creation of pedestrian link within the site; creation of new road and hard standing adjacent to the academy building and alterations to existing earth mounds; siting of associated lighting including 8no. 6m high lighting columns and flooding lighting; demolition of existing warden's dwellinghouse and proposed new earth mounds around parts of the perimeter of the site - Approved with conditions 10/06/2011.

H/50364 - Construction of indoor training facility and outdoor all weather pitch and floodlights; extension and alteration to internal roads and hardstanding; and formation of reed bed lagoon – Approved with conditions 25/04/2001.

H45558 - Erection of integrated training & rehabilitation facility, warden house, groundsman's building & perimeter fencing. Formation of new wetland, a lagoon perimeter mounding, football pitches, car parking etc – Approved with conditions 08/07/1998.

H43657 – Change of use from agricultural to integrated training, remedial & rehabilitation facility comprising pitches & facilities for outdoor sports; erection of buildings to provide remedial rehabilitation and ancillary facilities etc – Approved with conditions 27/01/1998.

### **APPLICANT'S SUBMISSION**

The proposed floodlighting and fencing are essential to improving the usability and function of the AON Training Centre, improving the training methods that are being adopted by the Club and ensuring that the training centre maintains its status as a world class facility. The benefits of the floodlighting are that they will allow greater use of the training pitches, particularly during the Winter months. The enclosed nature of the site, the existing tree planting at the site's boundaries and within the immediate surrounding area, the design of the floodlighting and fencing, and, the restricted hours of use of the floodlighting, will minimise any potential impact on the site's Green Belt designation, the amenity of neighbouring residents and the surrounding environment in general, and on bat species. The scheme accords with national and local planning policy guidance as the proposal will provide appropriate facilities for outdoor sport/recreation and will preserve the openness of the Green Belt.

A Design and Access Statement, Lighting Brochure and Bat Survey accompanies the application.

## **CONSULTATIONS**

**LHA** – No objection.

**Pollution & Licensing (Nuisance)** – No objection.

**Street Lighting** – No objection. Comments included in ‘Observations’ section of report.

**Greater Manchester Ecology Unit** – No objection subject to attaching the previous condition regarding hours of operation of the floodlighting (not to be used on any night after 21.00 hours except when in use on evenings when the facility is available for community use when they shall not be used after 22.00 hours).

**United Utilities** – Any comments to be included in the Additional Information Report

## **REPRESENTATIONS**

None received.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. It sets out the five purposes of Green Belt and states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 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. It states that a local planning authority should regard the construction of new buildings as inappropriate in Green Belt, exceptions to the policy include the provision of appropriate facilities for outdoor sport and outdoor recreation. Certain other forms of development are also not inappropriate provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.
2. Policy R4 of the Trafford Core Strategy states that the Council will protect the Green Belt from inappropriate development. It also states that new development in the Green Belt will only be permitted where it is for one of the

appropriate purposes specified in national guidance, where the proposal does not prejudice the primary purpose 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.

3. It is considered that the proposed development would not compromise the five purposes of the Green Belt, as set out in the NPPF as the proposals would not result in the unrestricted sprawl of large built-up areas; it would not cause the merging of neighbouring towns or the encroachment of the countryside; it would not impact on the setting and special character of historic towns; and, would not prejudice the urban regeneration objectives.
4. The NPPF also states that new buildings are inappropriate in the Green Belt however, exceptions to the policy include the provision of appropriate facilities for outdoor sport and outdoor recreation. The applicant states the floodlighting will allow greater use of the training pitches, particularly during the winter months and will enhance the usability and function of the training centre further helping to maintain its world class status. However, it is considered that because of the scale of development involved in this proposal, specifically the number and height of floodlighting columns, the proposal must be considered to be inappropriate development in the Green Belt. As such, the development should only be approved if there are considered to be very special circumstances present.

#### Very special circumstances

5. It is acknowledged that the previous decisions to allow the construction of an indoor training facility, remedial and rehabilitation facility, all-weather pitches with associated floodlighting, football pitches and car parking at this location, recognises the acceptance that this represented “very special circumstances” in terms of Green Belt policy. Similarly, the applicant claims an exception to Green Belt policy for the proposed development, stating it can be justified in this case because of the importance of a continual need to update the training centre in order for it to maintain its status as a world class training facility and meet the expectations and requirements of Manchester United as a world leading football club.
6. At present, only the all-weather pitch and caged training pitches have floodlighting and these facilities are primarily used by the Academy Team. As a result, the use of the grassed pitches for First Team/ Academy Team training, and Academy Team football matches during the evening, is heavily restricted. In order to ensure that players are sufficiently and appropriately trained, and that the Club’s teams are able to compete at a national/international level, changes to the training methods have been implemented. However, in response to improved training practices on the continent which enhance players’ fitness and match day preparations, there is



a requirement from the Club for the training pitches to be available for longer periods. Although extended training sessions are possible in the summer months, the absence of floodlighting during the remaining months of the year will have an impact.

7. Furthermore, it is also recognised that the club provides wider benefits to the economy and community of Manchester as a whole. For the above reasons, it is considered that these arguments (put forward by the applicant as very special circumstances) should carry substantial weight in the consideration of this application, and outweigh the harm to the Green Belt in terms of inappropriateness.

## DESIGN AND IMPACT ON VISUAL AMENITY

8. It is accepted that 40no. 16m high floodlighting columns (galvanised steel) would be visible from within the site, also from some of the surrounding roads and public footpaths. However, the columns would be located close to the existing training centres within the site and therefore viewed against the backdrop of these buildings, albeit higher than them. They would be slender in design and have a galvanised steel finish. The existing earth mounds and mature trees at the perimeters of the site would provide some screening of the floodlights. Notwithstanding, these points, it is still considered that there will be some harm to the visual amenity of the area, which is designated as Green Belt and an Area of Landscape Character.
9. The proposed fencing would be impermeable mesh and ball stop netting. It would be additional to existing fencing of the same height and design within the site. The fencing is also proposed to be painted green to further minimise the visual impact and will be of an open design thereby allowing views through it. A significant number of mature trees and planting lie around the perimeter of the site, including the southern boundary, which would screen many views of the proposed 8m and 5m fencing from outside of the site. In the context of the wider site, it is not considered that the fencing will cause so much harm as to the visual amenity of the area as to warrant a refusal of planning permission.
10. With regard to the proposed sub-station, it would be situated close to the Jimmy Murphy Centre building and as such would not have an unduly detrimental impact on the visual amenity or the open character of the area.

## LIGHT POLLUTION

11. Policy L5.13 of Trafford's Core Strategy states that development that has potential to cause adverse light pollution will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place.
12. A plan showing 'Lighting Lux Levels Light Overspill' illustrates the light spillage from the proposed floodlighting and confirms that it complies with the criteria in table 2 for Environmental Zone 2 of the 'Guidance Notes for the Reduction of Obtrusive Light'. The plan indicates that light will be focussed on the training pitches and their immediate surroundings and within the boundaries of the training centre. The Council's Pollution and Licensing department confirm this and raise no objection to the proposal with regard to impact on the amenity of residents at the nearest receptor – Swiss Cottage which lies to the north of the application site.
13. With regard to any potential upward 'sky glow' the scheme has been designed to have sharp beam cut-off for control of light and limitation of glare and upward light leakage. The Street Lighting Engineer concludes the proposed floodlighting complies with the ILP document 'Guidance Notes for the Reduction of Obtrusive Light' with regard to 'sky glow'.

## ECOLOGY AND LANDSCAPE CHARACTER

14. In terms of conserving and enhancing the natural environment, the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising the impacts on biodiversity and providing net gains in biodiversity where possible.
15. Policy R2 of Trafford's Core Strategy states that to ensure the protection and enhancement of the natural environment of the Borough, developers will be required to demonstrate through a supporting statement how their proposal will protect and enhance the landscape character; biodiversity, geodiversity and conservation value of its natural countryside assets having regard not only to its immediate location but its surroundings and, where necessary, developers will be required to provide an appropriate ecological assessment report.
16. As well as being located within the Green Belt, the application site is also designated as an area of protected landscape character on the Revised UDP Proposals Map. Policy R3 of the Core Strategy states that the Council will develop an integrated network of high quality and multi-functioning green infrastructure that will protect and provide appropriate natural space to connect landscapes and allow wildlife to move through them to adapt to climate change.

17. A bat survey submitted with the application assesses the potential impact of the proposals on bats. It confirms the lighting proposed on the pitches is an asymmetric down-lighting luminaire that includes a simple aiming device that will direct light downwards to maximise illumination of the pitches and minimise any further potential unwanted light spillage. This lighting regime will only operate when required due to lack of daylight (during late Autumn, Winter and early Spring) when bat activity is much lower than during the warmer months. The report concludes that bats are likely to fly along the tree line edges during warmer evenings and bat roosting in the trees of the bund is highly unlikely due to the immature nature and size of the trees. Currently bats are unlikely to be affected by the areas of ball stop fencing – they are likely to avoid flying into them and unlikely to be entrapped if they do. The overall conclusion is the proposed floodlighting scheme will not have a detrimental impact on bats providing that the operational times of the lights is as previously conditioned, that is until 21.00 hours on any night except when in use on evenings when the facility is available for community use when they shall not be used after 22.00 hours. The Greater Manchester Ecological Unit raise no objection to the proposal but recommend the above previous condition is attached regarding the operational times of the floodlights.

#### RESIDENTIAL AMENITY

18. Policy L7 of Trafford's Core Strategy states that in relation to matters of design, development must be appropriate in its context; make the best use of opportunities to improve the character and quality of an area; enhance the character of the area by appropriately addressing scale, height, materials. In relation to matters of amenity protection, development must be compatible with the surrounding area and not prejudice the amenity of the occupants of adjacent properties.

19. A residential property, Swiss Cottage, is situated to the north of the site. However, the existing earth mounds, and planting and trees to the north of the site would predominantly screen views of the proposed works. Also, the proposed works would also not intensify the use of the site and therefore would not result in undue noise and disturbance. It is therefore considered that the proposal would not unduly impact on the amenity of surrounding residents.

#### DEVELOPER CONTRIBUTIONS

20. None are required, nor is the development CIL liable.

#### CONCLUSION

21. In conclusion, the proposals form part of improvements to the existing training ground to ensure that players are sufficiently and appropriately trained, and

that the Club's teams are able to compete at a national/international level. The main purpose of these works is to significantly update the training centre in order to ensure that it maintains its status as a world class training facility. Very special circumstances have been accepted in the previous planning permissions for development on this Green Belt site. It is recognised that the proposed development is considered to be inappropriate development in the Green Belt, and will have an impact on the openness and visual amenity of the Green Belt. However, it is considered that any harm caused to the Green Belt by reason of inappropriateness or to the openness and visual amenity of the Green Belt (and area of Landscape Character) is outweighed by the very special circumstances put forward by the applicant, thereby justifying an exception to Green Belt policy. It is also noted that Carrington is recognised across the country as being a centre where several professional sports teams have developed high quality training facilities and that the development has therefore consolidated Trafford's reputation as a home of sporting excellence.

**RECOMMENDATION: GRANT subject to the following conditions:-**

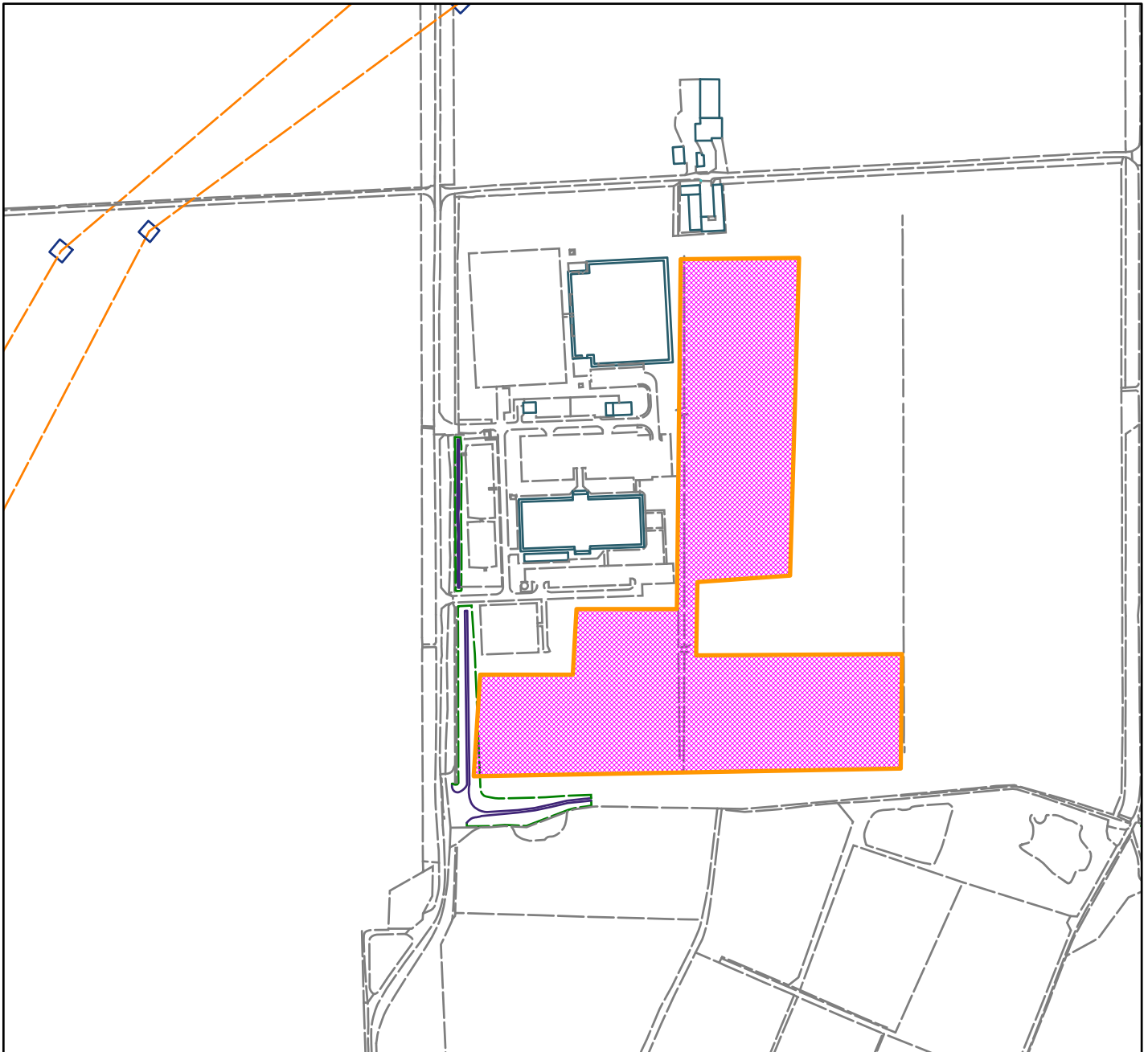
1. Standard time limit
2. Amended plans (Plan ref.7262 08.03 rev.A 18/03/15)
3. Hours of operation
4. Colour of the fence and substation - green

AC

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Manchester United Football Club, Isherwood Road, Carrington



Scale: 1:5,000

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 9/03/2015
Date	25/03/2015
MSA Number	100023172 (2012)

**WARD: Ashton-on-Mersey**

**84391/FUL/14**

**DEPARTURE: No**

**DEMOLITION OF PORTION OF EXISTING CLUBHOUSE AND ERECTION OF A SINGLE-STOREY LINK EXTENSION TO PROVIDE NEW COMMUNITY ROOM AND KITCHEN.**

Trafford MVRFCC Finny Bank Road, Sale, M33 6LR

**APPLICANT:** Trafford MV Rugby Club

**AGENT:** JWPC Ltd.

**RECOMMENDATION: Grant**

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**SITE**

The application site relates to a series of sports pitches and clubhouse buildings belonging to Trafford Metropolitan Vickers rugby and cricket clubs. The land falls within the Green Belt but sits directly adjacent to the northern edge of the Sale conurbation. Vehicular access onto the site is achieved from the south, via Finny Bank Road, with some of the houses associated with this street backing directly onto the pitches. The River Mersey and its landscaped flood defences define the northern and eastern boundaries whilst a series of farms and liveries sit within the Green Belt to the west.

The short access track into the site feeds into a large hard-surfaced car park and then a collection of clubhouse buildings which sit in close proximity to the river embankment. At present the club facilities comprise of a 1960's flat-roofed building that houses a lounge and member's bar, along with a small kitchen and storage areas. Next to this stands a more modern development, dating from 2008, that includes a hipped roof and accommodates the club's changing facilities. A number of metal storage containers are also present in this area.

**PROPOSAL**

This application seeks consent to demolish a portion of the 1960's clubhouse and erect a single-storey link extension around three sides of it that would adjoin the changing room block and provide approximately 260sqm of new floor-space. A flat-roofed design has been proposed to match that of the adjoining clubhouse.

Within the reconfigured clubhouse larger kitchen and toilet facilities would be created, along with a new multi-purpose community/function room.

**DEVELOPMENT PLAN**

**The Development Plan in Trafford Comprises:**

- The Trafford Core Strategy, adopted 25<sup>th</sup> 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 19<sup>th</sup> 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; and

- The Greater Manchester Joint Waste Plan, adopted 1<sup>st</sup> April 2012. On 25<sup>th</sup> January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste 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.
- The Regional Spatial Strategy for the North West of England, adopted September 2008. The Secretary of State for Communities and Local Government has signaled that it is the intention of the Government to revoke all Regional Spatial Strategies so that they would no longer form part of the development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 and therefore would no longer be a material consideration when determining planning applications. Although the Government's intention to revoke them may be a material consideration in a very limited number of cases, following a legal challenge to this decision, the Court of Appeal has determined their continued existence and relevance to the development plan and planning application decision making process until such time as they are formally revoked by the Localism Act. However, this will not be undertaken until the Secretary of State and Parliament have had the opportunity to consider the findings of the environmental assessments of the revocation of each of the existing regional strategies.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport & Accessibility

L7 – Design

R4 – Green Belt, Countryside & other Protected Open Land

## **PROPOSALS MAP NOTATION**

The application site is designated as:

Green Belt land;

Wildlife Corridor;

Protected Open Land;

## **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/66382 - Demolition of existing changing rooms and erection of a single storey building to provide changing accommodation – Approved with Conditions 15<sup>th</sup> August 2007

H/47472 - Erection of a single storey extension to rear of existing clubhouse to form an extended kitchen, storeroom, washroom and toilet – Approved with Conditions, 29<sup>th</sup> July 1999

## **CONSULTATIONS**

**LHA:** No objections – There is adequate space within the site to accommodate any extra parking generated by the development.

**Pollution & Licensing:** No objections.

**Environment Agency:** Standing advice applies – Internal floor levels should be no lower than those within the existing buildings.

## **REPRESENTATIONS**

Twenty-one objections have been submitted in response to this development, nineteen of which have been produced on a tick-box letter template. The concerns raised within these representations can be summarised as follows:

- Increased traffic visiting the site along the narrow access and increased parking congestion as a result;
- Noise generated from discos/functions going on late into the night, particularly given the retractable glass doors on the new community/function room;
- Visual impact of the development on the Green Belt;
- Noise and smells created by serving food from an open hatch at the front of the extension;
- Development would lead to increased capacity and over-use of the site;
- The development will lead to a loss of privacy to those rear gardens that back onto the pitches;

## **APPLICANT'S SUPPORTING STATEMENT**

A Planning & Green Belt Impact Statement has been submitted on behalf of the applicant. This explains that a community room and larger kitchen is considered essential to allow the club to sustain itself and help diversify its income stream. At present, there is no shelter for spectators or children and the bar area is not appropriate for this. The existing small kitchen is not fit for purpose and is currently holding back the earning potential of the club, particularly on match days when external caterers are brought in. It goes on to state that the large open-plan community room could be adapted for a number of sporting and social events and, importantly, accommodate players and their guests in comfort before, during and after games of rugby and cricket. This will enable food and drink to be served.

In addition to the above, the Statement explains that given the costs of maintaining the grounds and buildings etc., it is apparent that alternative income streams need to be explored. The proposed community room would allow this to continue without affecting the principal function of the site – for outdoor sports and recreation.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT IN THE GREEN BELT**

1. Paragraph 89 of the NPPF states that a Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt unless it falls within the list of exceptions that it provides. One of these exceptions is the 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.
2. Paragraph 80 of the NPPF confirms that the five purposes served by Green Belt land are as follows:
  - To check the unrestricted sprawl of large built-up areas;
  - To prevent neighbouring towns merging into one another;
  - To assist in safeguarding the countryside from encroachment;
  - To preserve the setting and special character of historic towns; and
  - To assist in urban regeneration, by encouraging the recycling of derelict



and other urban land.

3. The Club has stated that it is not unusual for more than 300 children to visit the site on a busy Sunday, when small-size games and tournaments are organised. However the existing facilities do not provide a place for players and their guests to gather before/after matches; consume food and drink; and shelter during inclement weather. This is especially relevant when tournaments are held as not all teams are playing at once. Given the membership numbers, and the facilities that exist at Trafford MV at present, the Club considers the modest increase in the size of the clubhouse to be appropriate for the continued use of the site for outdoor sports and recreation.
4. Trafford MV currently runs three senior rugby teams and twelve junior/mini rugby teams. Three full-sized rugby pitches are maintained within the site. It is therefore not unreasonable to expect that in excess of 100 players, plus players and spectators, will use the club's facilities if all three pitches are in use concurrently at the weekend. Whilst the existing changing room block is able to accommodate this demand it is apparent, both from visiting the site and from the statements provided, that the club has outgrown the facilities that are available at the adjacent clubhouse, particularly if the weather is poor or if junior teams are playing. The new development would, in addition to the existing lounge and bar areas, provide larger, fit-for purpose kitchen and toilet facilities. Further to this, whilst it is recognised that the new community room could and would be used for events that are not linked to outdoor sport and recreation (birthday parties, fitness classes etc.), it is considered that the resulting open-plan space will provide a valuable area within which spectators and players can gather, shelter and eat food on match days. The scale of both this room, and the extension generally, would seem to be proportionate to the number of people that the site can accommodate on an average week and therefore the proposed development could be considered as providing 'appropriate facilities' for outdoor sport and recreation in the Green Belt.
5. The Club has stated that the new facilities will allow the club to retain and grow their membership and that they are essential for the long-term existence of the club. It is recognised that the continued use of the site for the purposes of outdoor sport and recreation will help to preserve the openness of the vast majority of this land, which will in turn serve to uphold the purposes of designating it as Green Belt. Although the site is located adjacent to the urban edge of Sale, the development itself should not be considered as adding to urban sprawl given its modest size and siting within the extremities of two existing buildings. Therefore it is considered that the development would not conflict with the purposes of including land within the Green Belt.
6. In addition to being located within the Green Belt, the development also falls on Protected Open Land. However there are no objections to the siting of the building in this respect as the extension is designed to improve existing facilities that are of a community benefit and that complement the principal use of the site for formal recreation. Therefore it is in compliance with the site's designation.

#### IMPACT ON OPENNESS AND VISUAL AMENITIES OF GREEN BELT

7. The application site is almost entirely covered by grass and appears very open, save for the posts, flood-lighting and spectator rails associated with some of the sports pitches. To the south is the northern edge of Sale's urban conurbation and it is from here that a finger of built development, in the form of the club's car park and clubhouse facilities, extends into the Green Belt along one edge of the site and against the backdrop of the river embankment.

8. The proposed development would result in the demolition of a 50sqm section of the existing 1960's clubhouse, and the erection of a 259sqm extension, resulting in a net increase of 209sqm on the site. A building of this size will, by definition, have a degree of harm on the openness of the Green Belt, however this harm will be minimised thanks to its siting in-between two existing buildings. When viewed from the north or from the south, which includes the rear windows of the nearest residential properties, the development will be partially screened by, or seen against the backdrop of, the changing rooms and clubhouse. Views across the sports pitches from the west, including from the neighbouring agricultural sites, will be of a single cluster of development, which is not significantly different to the current situation where approximately 2m separates the buildings at their closest point. The River Mersey runs in close proximity to the north and east of the site, and an informal footpath has become established along its southern bank. Views of the development from this public vantage point would however be limited due to the 2m high flood embankment that runs in-between the footpath and the Trafford MV site. Elevated views of the extension would be possible from atop the embankment, although it would again be seen amongst the existing cluster of buildings.
9. The new development will sit in-between two buildings of differing appearance, with both displaying an eaves level and roof design that departs from the other. The applicants have subsequently chosen for the scale and form of the extension to match the flat-roofed 1960's clubhouse so as to minimise its massing and impact on the visual amenities of the Green Belt, which is considered to be an appropriate approach in this location.

#### RESIDENTIAL AMENITY

10. The nearest residential properties to the clubhouse and changing rooms are those relating to Finny Bank Road that flank the application site's access track. These houses sit south-east of the proposals, approximately 75m-105m away, and back onto the Rugby Club's car park and part of the cricket pitch outfield at an elevated level. This separation, coupled with the single-storey scale of the development and its position amongst the existing buildings, means that it will have only a very limited/negligible impact on residents' outlook from gardens or upper-floor rear windows. Similarly odours created by cooking food in the new kitchen will have a low impact because of the large separation distances.
11. A primary concern voiced by surrounding residents in the representations received appears to be the potential for noise disruption, generated (in particular) through the use of the community room for functions that include discos and a bar and that extend into the night-time hours. Residents have also indicated that the provision of a new community room could lead to such events being held on a regular basis.
12. Trafford MV currently holds a license to sell alcohol (for consumption on the premises) to members only until 23:00hrs on Monday – Friday, and until midnight on a Saturday. Open events involving non-members, or extended hours, requires the issuing of a 'temporary event notice' following an assessment by the Council's Licensing Department. It is understood that since 2006 13 such event notices have been issued to the Club. During this same period one noise complaint has been reported to the Council's Pollution and Licensing Department relating to dispersal following a birthday party.
13. The potential for the new community room to be used for evening events that involve amplified music are recognised, as is the presence of the retractable glass doors in the extension that lead out onto the existing external seating area. Whilst a generous separation distance exists to those neighbours on Finny Bank Road, it is considered that at night-time, when background noise is at its lowest, there will be a degree of noise disturbance to nearby residents. Notwithstanding this it is acknowledged that the Club are

already able to host evening events, subject to Licensing, and it is considered reasonable for a community group of this nature to host occasional open-events, providing that they do not occur so regularly as to create a cumulative impact that unduly detracts from the level of amenity that residents should reasonably expect to enjoy. Given this it is recommended that the number of events open to members of the public be limited to a maximum of 10 per annum, with no more than two events occurring per calendar month. The hours of these events can continue to be reviewed on an individual basis by the Licensing Department. Subject to compliance with this condition the development is considered to be acceptable in residential amenity terms.

#### ACCESS HIGHWAYS AND PARKING

14. The site is currently served by a formal car park, covered in hardstanding and with marked bays, which can accommodate 105 vehicles. A grassed area designated for informal overspill parking can, according to the applicants, cater for a further 80 cars if required. Survey work submitted with the application, which was undertaken on a Sunday morning (peak time of the week) in September 2014, has revealed a maximum car park occupancy of 160 cars. No alterations to the existing parking facilities are proposed as the applicants have stated that the development will not result in an intensification in usage at the site.
15. The principal intended function for the proposed extension is to provide improved facilities for the rugby and cricket clubs whilst training sessions and matches are being held at the Club, and as such this should not result in any direct increase in the number of cars attracted to the site. Notwithstanding this the LHA has concluded, on the basis of the information submitted, that the site has sufficient spare capacity at peak times (Sunday mornings) to accommodate any increased demand that might be generated through the independent use of the community room. Therefore there are no concerns with the development on highways grounds.

#### CONCLUSION

16. The accommodation proposed within the development will principally serve the rugby and cricket clubs and are considered to constitute appropriate facilities for outdoor sport and recreation that will not unduly harm the openness of the Green Belt or conflict with the purposes of including land within it. It is recommended that the number of evening events open to the public should be limited to no more than 10 per annum so as to protect residential amenity, and the existing car parking provision within the site is sufficient to accommodate the demand for parking generated by the Club. For these reasons the application is considered to be in compliance with Policies L4, L7 and R4 of the Trafford Core Strategy and Chapter 9 of the NPPF.

#### **RECOMMENDATION: GRANT**

##### Conditions

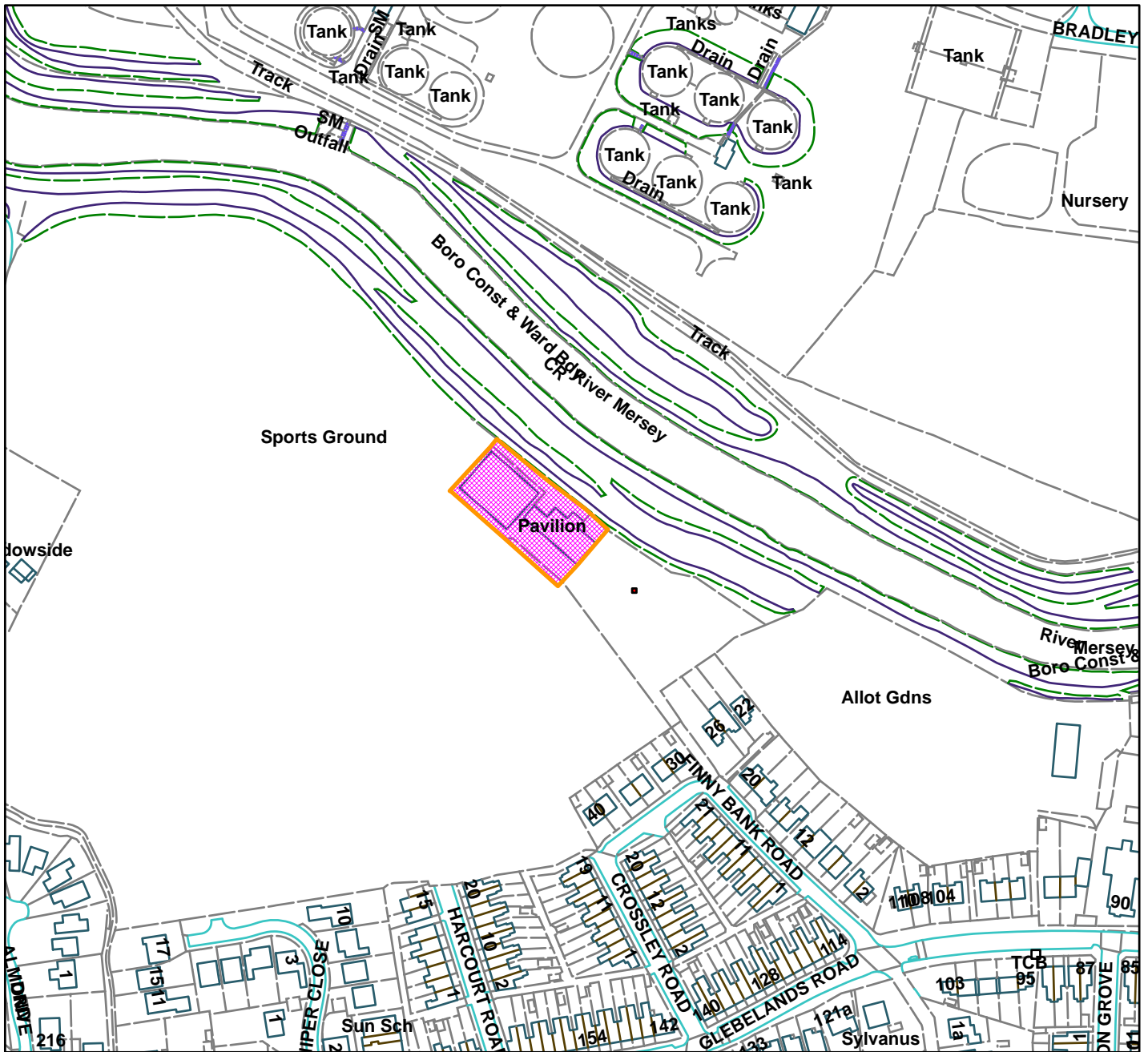
1. Standard
2. Compliance with all plans
3. Matching Materials;
4. No more than 10 open events per annum, including no more than two per calendar month;
5. Internal floor-level of extension to be no lower than that of existing clubhouse;

JK

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Trafford MVRFCC, Finny Bank Road, Sale M33 6LR



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 09/04/2015
Date	26/03/2015
MSA Number	100023172 (2012)

**WARD:** Stretford

**84468/FUL/14**

**DEPARTURE: No**

**External alterations to existing tower block to include new cladding, installation of new windows, and the erection of enclosed entrance pod to ground floor.**

Stretford House, Chapel Lane, Stretford, M32 9AZ

**APPLICANT:** Trafford Housing Trust

**AGENT:** Bernard Taylor Partnership Ltd

**RECOMMENDATION: GRANT**

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## **SITE**

The application relates to a residential 24-storey tower block situated to the north of the M60 motorway, close to Junction 7 and adjacent to a roundabout on the A56 Chester Road. The site is bound by Barton Road to the west, Chapel Lane to the north and Chester Road (A56) to the south and east. The area is predominantly residential with Stretford Mall located to the north a short distance from the site.

Due to the height of the tower block and its proximity to the M60 the building is a highly visible, prominent landmark. It is also the tallest building within the borough.

Constructed in the mid-1960s, Stretford House is a typical 1960's concrete-frame tower block. The walls of the tower block are brick-clad in brown, with horizontal rendered features. The main entrance is located on the northern elevation.

## **PROPOSAL**

Planning permission is sought for the refurbishment of the tower block to transform the appearance of the building through overcladding and rendering the facades, replacing the existing windows with new windows in the same openings and enclosing the main entrance on the northern elevation with the construction of a new enclosed entrance pod at ground floor level. The alterations aim to improve the thermal energy performance of the building as well as updating the building aesthetically.

The proposed alterations would include different shades of grey render applied to the walls on all elevations. Bands of horizontal render would rise up the external faces of the building in increments to give the impression the building is wrapped in a spiral band. The central parts of the north and south elevations feature a projecting concrete feature and these would be clad in rainscreen cladding. On the west and east elevations, the existing boarded panels below the larger windows to the lounges and communal corridors would be replaced with pearlescent boards. The proposed

cladding and rendering would form an insulated, external second skin to the existing building. The applicant has provided examples of the proposed materials, although the exact colour shades are yet to be agreed

New windows would be installed in the existing openings on all elevations and these would feature dark grey frames.

The increase in floor space of the proposed development would be 20.4 m<sup>2</sup>.

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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**

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

### **PROPOSALS MAP NOTATION**

None

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None relevant

## **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**

74902/FULL/2010 - Enclosure of part of ground floor of the building for use as a boiler room – approved 12/05/2010

H/67823 - Refurbishment of existing building and external areas to include recladding of all elevations in insulated rainscreen panels, reroofing, replacement of windows, erection of conservatory and new entrance pod, demolition of existing garages, refurbishment of refuse stores at ground floor, new landscaping and development ancillary thereto – approved 17/10/2007

## **APPLICANT'S SUBMISSION**

**Design and Access Statement** – The statement demonstrates that the final submission was based on feedback from resident consultations, where the residents favoured where the residents favoured a design that resulted in the form wrapping around the elevations. The final submission was influenced by a number of tower block renovations and modern cladding styles.

## **CONSULTATIONS**

None.

## **REPRESENTATIONS**

Three letters of objection have been received. The issues raised are summarised below:

- One resident wrote that they oppose to having new windows as there is nothing wrong with their existing windows. Also they are opposed to having the building clad as this is expensive and unnecessary work.
- A proposed new pod would attract a criminal element to hang about in poor weather and at night.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The proposed refurbishment of Stretford House aims to improve the thermal performance of the building through the external installation of insulated render and rainscreen cladding. The proposal also aims to enhance the visual appearance of the building. The principle to improve the quality and appearance of the housing stock is welcomed by the Council.

## **DESIGN AND STREETSCENE**

2. The purpose of the proposal is to improve the thermal insulation to create better, more efficient living conditions to the occupants of Stretford House. The proposal simultaneously seeks to modernise the visual appearance of the building, which many consider to now look outdated.
3. The applicants undertook resident consultation, taking influence from a number of examples of recently clad and rendered buildings. The cladding and pearlescent panels would provide a decorative detail to the building, giving it a distinctly modern finish, which would be balanced by the muted choice of colours and large sections of render.
4. Currently, the proposal is to use render panels, although the applicants have indicated that, depending upon grant schemes available at the time of the implementation of the works, rainscreen cladding may be used. The proposed colour scheme would remain.
5. Stretford House is evidently a prominent building within the borough; however it is considered that the proposed colour scheme ensures that the building would not become too bold or bright. Furthermore, the colours should help to minimise staining of the render; as such it is considered that the design is appropriate in its context.
6. The proposed entrance pod to the northern elevation is modest in size, and would create a legible and updated main entrance to the building at ground floor level. Areas that are presently open but covered by cantilevered concrete from above would be enclosed and made internal floor area as a result of the entrance works.
7. Windows at all levels would be replaced with new dark grey framed windows. These would be positioned in the existing openings on the building. These would enable safer cleaning from inside and provide increased comfort to the internal environment. Beneath the windows on the east and west elevations, the existing concrete panels would be replaced with pearlescent board panels from a spectrum of colours from orange through to green to brown, dependent upon how the light is reflected on the panels. A condition is recommended requiring details of all the materials to be used to be submitted to the Council prior to commencement of development.
8. It is considered that the proposal seeks to make the best use of opportunities to improve the character and quality of the building, and would enhance the streetscene. It is therefore considered that the current application is acceptable in terms of design and appearance, in accordance with Policy L7 of the Trafford Core Strategy, and the relevant sections of the NPPF.

## **RESIDENTIAL AMENITY**

9. The proposed alterations to Stretford House will be highly visible to occupants of residential properties in the surrounding area. However, it is considered



that the overcladding of the tower will improve the appearance and as such there will be no detrimental impact on residential amenity in this respect.

10. Proposed replacement windows would be installed in the existing window positions and openings on the building. Consequently the proposed new windows would provide the same outlook as the existing. The proposal would not result in an increase in overlooking to occupants of neighbouring residential properties, over and above the existing levels.

11. The proposed cladding and rendering will create greater insulation to the existing building, therefore significantly improving the thermal properties, which will benefit the residents and improve the longevity of the building overall. It is therefore considered that the proposal will have an acceptable impact in terms of residential amenity, in accordance with Policy L7 of the Core Strategy.

### **ACCESS AND PARKING**

12. There are no impacts on the access or parking arrangements to the site.

### **DEVELOPER CONTRIBUTIONS**

13. No planning obligations are required.

### **CONCLUSION**

14. In conclusion, the proposed development would result in substantial thermal and visual improvements to the building, thus extending the future and sustainability of the tower block. The proposal is considered to be in compliance with the relevant Trafford Core Strategy Policies, and the relevant sections of the NPPF; accordingly the proposal is recommended for approval.

### **RECOMMENDATION: GRANT subject to the following conditions**

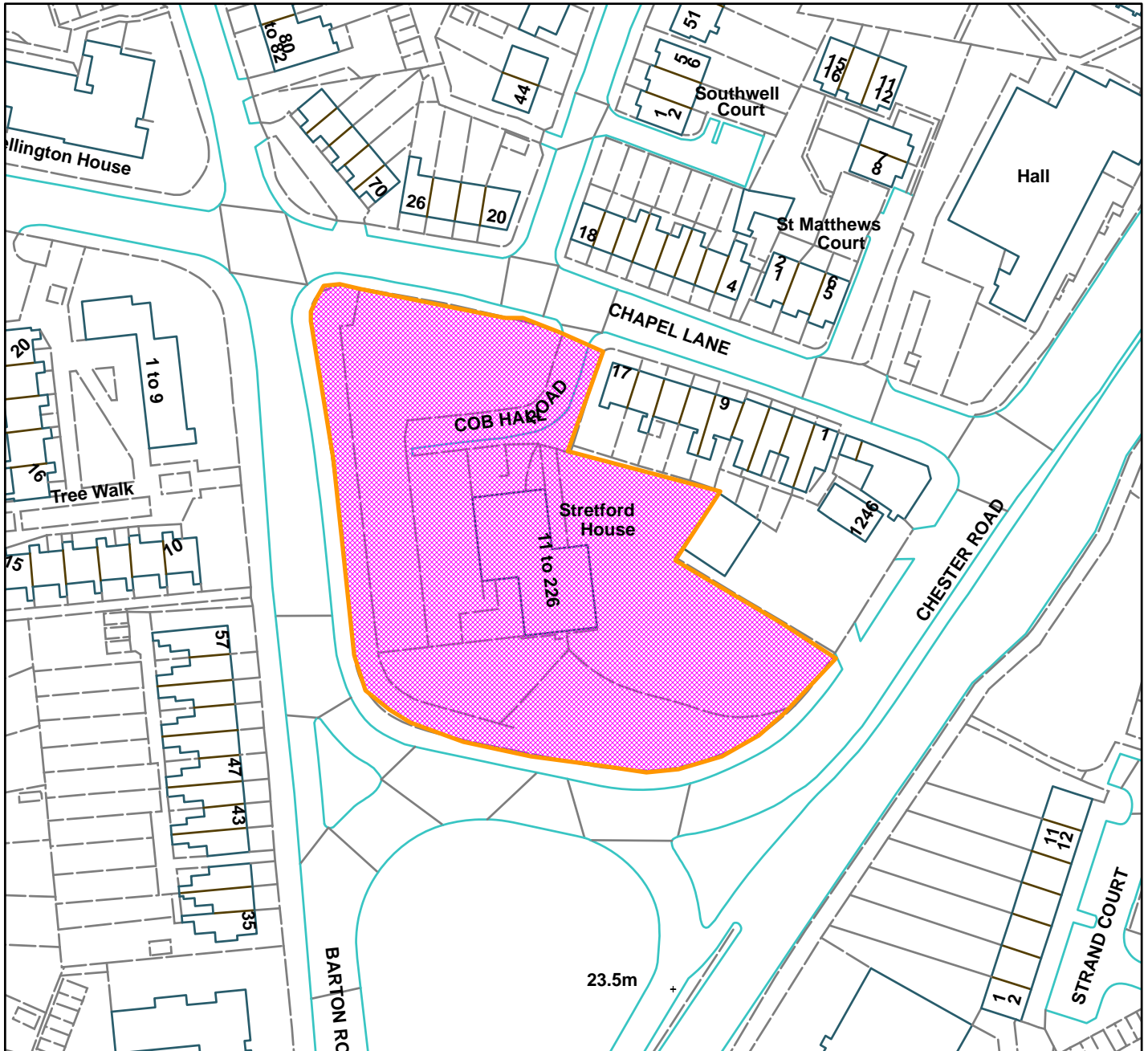
1. Standard time limit
2. Details – compliance with plans
3. Materials to be submitted and approved by the council.

LB

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Stretford House, Chapel Lane, Stretford



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 9/03/2015
Date	25/03/2015
MSA Number	100023172 (2012)

**WARD:** GORSE HILL

**84481/FUL/14**

**DEPARTURE:** No

**External alterations to existing tower block to include new cladding, installation of new windows, and the erection of enclosed entrance pod to ground floor.**

1 Circle Court, Stretford, M32 9QJ

**APPLICANT:** Trafford Housing Trust

**AGENT:** Bernard Taylor Partnership Ltd

**RECOMMENDATION: GRANT**

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## **SITE**

The application relates to a residential 16-storey tower block situated to the east of the M60 motorway, adjacent to Junction 9. The site is bound by Barton Road to the north and east, and Moss Vale Crescent to the south and west. Local convenience stores are located to the east of the site, with residential flats to the south.

Due to the height of the tower block and its proximity to the M60 the building is a highly visible, prominent landmark.

Constructed in the late 1960s, Circle Court is a typical 1960's concrete-frame tower block. The walls of the tower block are brick-clad in brown, with vertical rendered features. The main entrance is located on the eastern elevation.

## **PROPOSAL**

Planning permission is sought for the refurbishment of the tower block to transform the appearance of the building through overcladding the facades. The alterations aim to improve the thermal energy performance of the building as well as updating the building aesthetically.

The proposed alterations would include grey and terracotta rendered walls to all elevations, two vertical strips of triangular rainscreen cladding on the east and west elevations, new windows, and the groundfloor would be clad with blue brick slips. The proposed cladding and rendering would form an insulated, external second skin to the existing building. The applicant has provided examples of the proposed materials, although the exact colour shades are yet to be agreed.

The proposal also includes the erection of a new glazed entrance pod, enclosing the main entrance on the eastern elevation.

The increase in floor space of the proposed development would be 23.2 m<sup>2</sup>.

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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**

L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design

### **PROPOSALS MAP NOTATION**

None

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None relevant

## **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/48740 - Installation of 5 antennas and 2 microwave dishes and on the rooftop of existing plant room. Approved with conditions: 05.01.2000

## **APPLICANT'S SUBMISSION**

**Design and Access Statement** – The statement demonstrates that the final submission was based on feedback from resident consultations, where the residents favoured an interesting design in muted colours. The final submission was influenced by a number of local tower block renovations and modern cladding styles, including Vita student accommodation in the centre of Manchester.

## **CONSULTATIONS**

None.

## **REPRESENTATIONS**

None received.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The proposed refurbishment of Circle Court aims to improve the thermal performance of the building through the external installation of insulated render and rainscreen cladding. The proposal also aims to enhance the visual appearance of the building. The principle to improve the quality and appearance of the housing stock is welcomed by the Council.

### **DESIGN AND STREETSCENE**

2. The purpose of the proposal is to improve the thermal insulation to create better, more efficient living conditions to the occupants of Circle Court. The proposal simultaneously seeks to modernise the visual appearance of the building, which many consider to now look outdated.
3. The applicants undertook resident consultation, taking influence from a number of local examples of recently clad and rendered buildings. The triangular cladding would provide a decorative detail to the building, giving it a distinctly modern finish, which would be balanced by the muted choice of colours and large sections of render.

4. Currently, the proposal is to use render panels, although the applicants have indicated that, depending upon grant schemes available at the time of the implementation of the works, rainscreen cladding may be used. The proposed colour scheme would remain.
5. Circle Court is evidently a prominent building within the borough; however it is considered that the proposed colour scheme ensures that the building would not become too bold or bright. Furthermore, the colours should help to minimise staining of the render; as such it is considered that the design is appropriate in its context.
6. The proposed entrance pod is modest in size, and would create a legible main entrance to the building.
7. It is considered that the proposal seeks to make the best use of opportunities to improve the character and quality of the building, and would enhance the streetscene. It is therefore considered that the current application is acceptable in terms of design and appearance, in accordance with Policy L7 of the Trafford Core Strategy, and the relevant sections of the NPPF.

## **RESIDENTIAL AMENITY**

8. The proposed alterations to Circle Court will be highly visible to occupants of residential properties in the surrounding area, including those in parts of Urmston and Stretford. However, it is considered that the overcladding of the tower will improve the appearance and as such there will be no detrimental impact on residential amenity in this respect.
9. The proposed cladding and rendering will create greater insulation to the existing building, therefore significantly improving the thermal properties, which will benefit the residents and improve the longevity of the building overall. It is therefore considered that the proposal will have an acceptable impact in terms of residential amenity, in accordance with Policy L7 of the Core Strategy.

## **ACCESS AND PARKING**

10. There are no impacts on the access or parking arrangements to the site.

## **DEVELOPER CONTRIBUTIONS**

11. No planning obligations are required.

## **CONCLUSION**

12. In conclusion, the proposed development would result in substantial thermal and visual improvements to the building, thus extending the future and sustainability

of the tower block. The proposal is considered to be in compliance with the relevant Trafford Core Strategy Policies, and the relevant sections of the NPPF; accordingly the proposal is recommended for approval.

**RECOMMENDATION: GRANT subject to the following conditions**

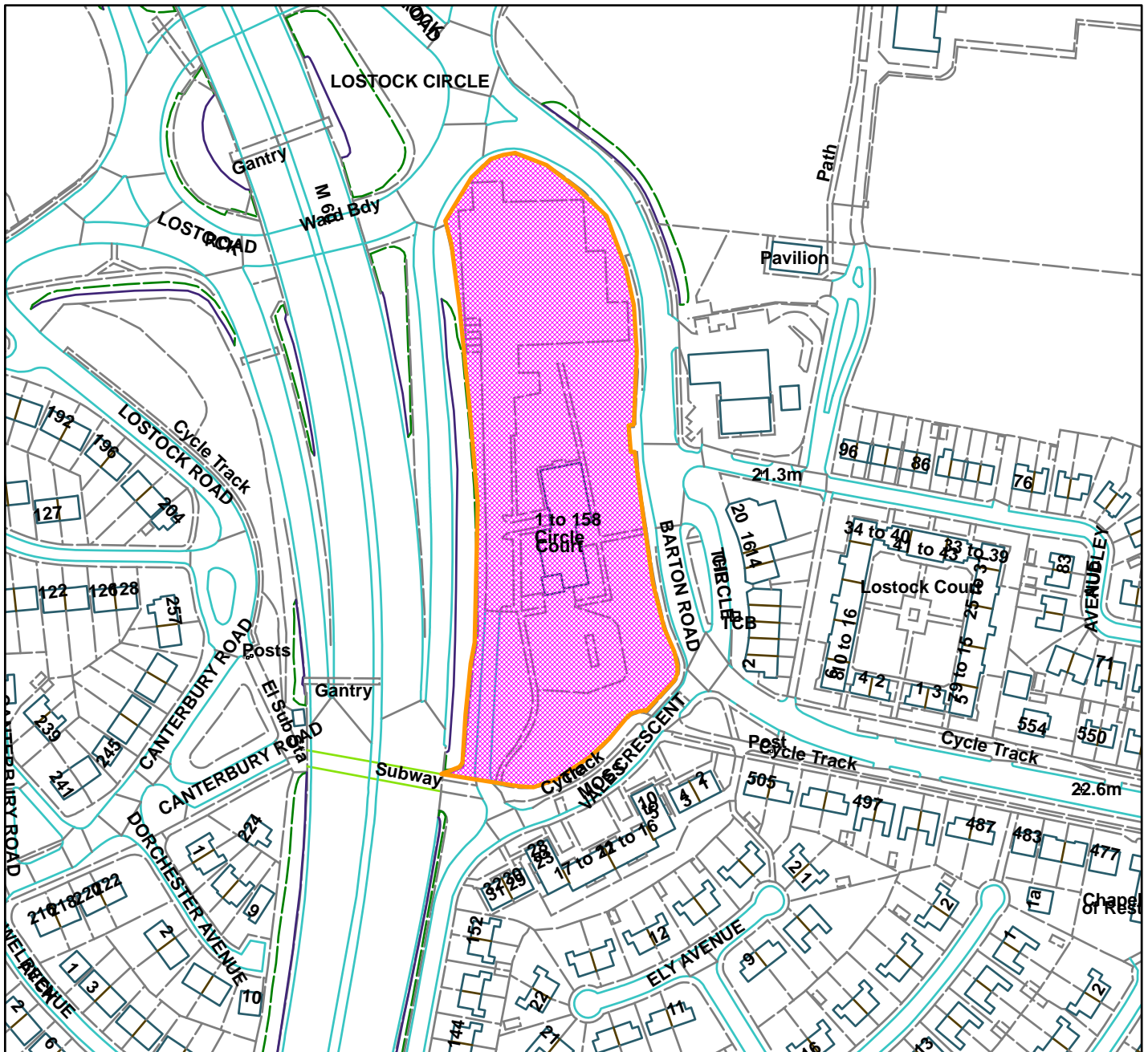
1. Standard 3 year time limit
2. Details – compliance with plans
3. Materials to be submitted and approved by the council.

OSt-A

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1 Circle Court, Stretford, M32 9QJ



Scale: 1:2,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 9/03/2015
Date	25/03/2015
MSA Number	100023172 (2012)



**WARD:** Hale Barns

**84541/FUL/14**

**DEPARTURE:** NO

**Proposed demolition of existing dwelling to allow erection of a replacement three storey dwelling set within sunken garden area. Alterations to existing access with landscaping works through-out.**

61 Bankhall Lane, Hale Barns, WA15 0LN

**APPLICANT:** Mr Offland

**AGENT:** PWA Planning

**RECOMMENDATION:** GRANT with conditions

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**Councillor Myers has requested that this application be determined by the Planning Development Control Committee for reasons set out within the report**

## **SITE**

The application relates to a two storey detached property sited on the northern side of Bankhall Lane, Hale Barns. Situated within a large residential area the site has other residential dwellings sited to its northern, eastern and western sides. To the southern side of the site lies open land in the green belt. The property itself appears to be of mid-twentieth century build and is set in the middle of a triangular shaped plot, retaining a large set back from Bankhall Lane itself. The main property has a gabled roof design and has been extended to the rear in the form of a single storey extension. There also lies a detached garage sited to the eastern side of the site connected to the main house by a canopy type structure.

The site is situated within sub-area C of the South Hale Conservation Area.

## **PROPOSAL**

The application proposes the demolition of the existing dwelling to allow for the erection of a replacement three storey dwelling which would be erected within a sunken garden area. The proposed dwelling would be of a contemporary design and the works would also see changes to the existing access alongside landscaping.

The application has been amended due to concerns raised by the Local Planning Authority regarding the amenity of neighbouring properties, further discussed within the Observations sections of this this report.

The total floor-space created from the proposed development would be 654m<sup>2</sup>. This would be an increase of 57m<sup>2</sup>, as the existing property has a gross existing floor space area of 597m<sup>2</sup>.

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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**

L4–Sustainable transport and accessibility

L7–Design

R1 – Historic Environments

## **PROPOSALS MAP NOTATION**

ENV21- Conservation Areas

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

South Hale Conservation Area Guidelines

## **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/62340 –Conversion of existing garage to provide additional living accommodation and alterations to front porch. Approved with conditions on 03/06/2005.

H/61911 – Conversion of existing garage to provide living accommodation, erection of double garage to side/front and alterations to front porch. Refused on appeal – 31/03/2005.

## **APPLICANT'S SUBMISSION**

Planning statement  
Design and Access statement and Heritage Statement  
Additional information on reference objects, façade materials and overlooking analysis  
Bat Survey  
Arboricultural report

These will be discussed within the Observation sections of this report where appropriate.

## **CONSULTATIONS**

None

## **REPRESENTATIONS**

Councillor Myers has called in the application to planning committee in response to serious concerns raised by the adjoining neighbour at number 59 Bankhall Lane, relating to the loss of privacy and overbearing related concerns from the proposed development.

Neighbours: 1 objection letter – the points within this are summarised below:

- Concerns of overlooking from the proposed two large window openings
- Concerns regarding inter-looking from the proposed windows within the western side elevation of the proposed new dwelling
- Concerns over the prospect of overlooking from the proposed open roof terrace area
- Concerns over the bulk and massing of the proposed dwelling in relation to number 59
- Loss of light concerns

Any further comments on amended plans will be included within the Additional Information Report.

## **OBSERVATIONS**

### IMPACT ON CONSERVATION AREA

#### Loss of existing building

1. The application proposes the demolition of the existing dwelling on site, to allow for the erection of a new larger detached dwelling, built over three levels and set within a sunken garden area. The existing dwelling is a mid-twentieth century dwelling built within the former side garden area of number 59 Bankhall Lane (sited to the west of the site). The existing dwelling is considered to have little historic or architectural value, as it does not display any of the key architectural features exhibited by many of the neighbouring properties within this section of the Conservation Area. It makes

a neutral contribution to the conservation area and its demolition is thus considered to be acceptable.

## Design

2. The South Hale Conservation guidelines note within policy 5.1.3 that properties within the area vary a great deal and include both Victorian and Edwardian age properties as well as modern developments. Nearly all of these remain large in size and feature interesting rooflines. Policy 5.3.9 further states within Sub-Area C specifically there lie many examples of modern builds, a small number of which have been built at three storey level and retain large setbacks from their front boundaries, with large well landscaped gardens.
3. The proposed dwelling has been designed to feature a very contemporary and rather unique design, with the entire dwelling being set within an area of sunken garden. The dwelling would have a curved design in a triangular shape, in-line with that of the wider site with each floor set in a slightly different orientation. The main material for the elevations would be cedar panels, there would be large areas of glazing with copper clad window frames. The property would have a flat roof with a sedum roof.
4. The overall style and appearance of the scheme can be seen as being distinctively modern and unique with a signature architectural style being expressed throughout its design. The proposal details a dwelling which would be finished to a high overall quality and be set over three levels. The ground floor and second floor would roughly be of the same size and would be much smaller in size compared to the first floor which would overhang towards the eastern side boundary of the site. The overhang would have room for parking underneath and have an open roof terrace sited above, considered to add further character to the dwelling.
5. As such the distinctive style and design of the dwelling is considered to enhance both the character and appearance of the wider South Hale Conservation Area.

## Spaciousness

6. It should be further noted that the character of the area derives from its particular sense of spaciousness, which is characterised through the large set-backs the properties achieve from their front boundaries; and thus this is not directly derived from the dwellings themselves. The proposed redevelopment of the site would not work to harm this sense of spaciousness but would rather work to retain this and further enhance it, thus adding to its character and style.
7. The proposed dwelling has been designed to retain a distance of 4m its two side boundaries, at its closest point. The existing dwelling retains a distance of 3.6 metres to its western boundary at two storey level and 4.9 metres to its eastern side boundary at two storey level, this is however reduced at single storey level to a

distance of 0.4 metres. The South Hale Conservation guidelines detail a minimum requirement of 4 metres to be retained to each side boundary and a combined distance of 18metres to both. Neither the existing nor the proposed dwelling comply with the combined distance guideline within the South Hale SPG. It is considered though that the situation would be no worse as a result of the proposal. There would be an increased distance retained to the western boundary which is seen as a positive addition and a small reduction of 0.9 metres would be seen to the western boundary from the main two storey element of the proposed dwelling.

8. It should however be noted that although the single story garage element of the existing dwelling allowed for views both over and above; adding to the element of space within the site. The proposed new dwelling with its contemporary design and unique style would also for views both under as well as over due to the first floor physically overhanging above the sunken garden area of the site. Although this section of the dwelling would act as the first floor of the dwelling, as this is to be built on an area of sunken ground it would not be much higher than the ground floor level of neighbouring properties and would also allow for views over. As such taking this and the additional 4 metres of space being proposed to the eastern side of the site the proposed dwelling is considered to preserve and enhance the level of spaciousness within the site and wider street scene and as such is considered to positively contribute to the wider South Hale Conservation Area
9. Due to the dwelling being set further forward than the existing it would retain a larger distance from the rear boundary of the site, adding to its sense of space and openness. The existing dwelling retained a distance of 34m to the rear boundary which is proposed to increase to 36m under the proposal. To the front this would however be reduced from 19m as currently retained to 16.6metres. Whilst this is less than the guideline figure of 21 metres, it is considered to be acceptable having regard to the general position of adjacent buildings in relation to their front boundaries.
10. The proposal would also almost half the hard area coverage of the site, further complying with South Hale Conservation guidelines which set specific figures for hard area coverage per each Sub-area within the Conservation Area. The existing dwelling has a hard area coverage figure of 47% of the site, through the proposal this would be reduced to 28% due to the large increases in the landscaping to all sides of the dwelling, along with the addition of a roof garden on the proposed dwelling, as such this is considered to be a positive addition to the wider Conservation Area.
11. The proposal would also seek to improve and enhance the quality of tree cover within the area further and improve the landscaping within the site itself and along the site boundaries. The landscaping scheme details the planting of a total of 27 trees which would be planted at advance nursery stock level, sited along the southern front and western side boundaries; as well as within the rear garden area of the site. The scheme further details the strengthening of the Beach hedge planted

along the western side boundary of the site and the hedging that forms the front boundary of the site allowing only glimpses of the property to be visible from the wider street scene along Bankhall Lane. The proposal thus complies with policy 6.10.1 which reinforced the importance of boundary planting.

12. The proposed dwelling is considered to both retain and enhance the character of the Conservation Area in line with policy 6.1.1 from the South Hale Conservation Area guidelines, as the development pays particular regard to the site's sense of spaciousness and quality of landscaping, both of which it proposes to enhance.

## RESIDENTIAL AMENITY

### Privacy

13. The proposal details a number of new openings across all three levels of the proposed dwelling, alongside the creation of an open roof terrace at second floor level. The property would still retain distances of 16.6 metres to the front boundary of the site and in excess of 21 metres to the rear boundary of the site. It is therefore considered that the proposed new dwelling would pose minimal concerns for the neighbouring properties to the north of the site given the extensive size of the rear garden area, measuring 38 metres from the proposed rear elevation of the dwelling. There also lie no properties to the southern side of the site.
14. With regards to number 65 Bankhall Lane, lying to the east of the application dwelling. The eastern side boundary is formed from high level planting which ranges from approximately 3m-4m at the southernmost end of the site and then increases in size to approximately 8m-12m+ towards the southern end of the site and is not permeable at any point. The proposed dwelling would retain a distance of 4 metres from this boundary and proposes two large window openings at first floor level within the dwelling's eastern side elevation.
15. As a result of the sunken element of the proposal, the first floor of the dwelling would not be much higher than the ground floor openings at number 65 to the east of the site. As such the openings would not provide an elevated view into the eastern neighbour's property, this coupled with the current form of boundary treatment is considered to mitigate any material overlooking related concerns from the proposed openings. It should also be noted that number 65 is sited in excess of 15 metres away from the adjoining boundary so any such issues would remain minimal.
16. The proposal would also include two areas of open-terrace at second floor level. These are again considered not to pose any material concerns for the neighbours to the rear of the site given the distance to this boundary. In relation to number 65 to the east, the applicants have proposed a non-permeable screen to be added along the eastern elevation of the terraces. The screen would be formed from a sustainable material of bamboo and soft planting and would not allow for views through this. The screen would be at least 1.8 metres in height and would also taper

around the south-eastern side corner to ensure minimal overlooking potential into number 65's rear and front garden areas; as such these are considered to be acceptable.

17. In relation to number 59 to the western side of the site; the applicants propose 3 door openings at ground floor level within the sunken garden area of the site, taking this and the 3 metre hedge which forms the western side boundary of the site into account, it is considered these door openings would pose minimal new overlooking related concerns. It should be further noted that the western side boundary is due to be further strengthened by additional planting where appropriate as part of the landscaping scheme and as such any such concerns would be further minimised.
18. The dwelling further proposes additional openings at first floor level to serve two bedrooms and two further openings at second floor level to serve bathrooms within its western elevation. These would however be obscure glazed and are thus considered to pose minimal overlooking related concerns. As the dwelling has a very open layout it is considered that obscure glazing the bedroom windows would not harm the amenity of the occupants of the dwelling.
19. The proposal further details the addition of two full length window openings at both the south-western end and north-western end corners of the dwelling. The opening at the south-western end of the property would be in excess of 4 metres away from the adjoining boundary and given the floor levels of the two properties, it is considered the opening would not provide an elevated view of the neighbour's front garden area at first floor level. The applicants have further amended this opening to feature timber fins, these have been added along its western most side which would help restrict views from the openings from falling directly into 59 Bankhall Lane's front garden area and eastern side window openings.
20. From first floor level, the views would be further be restricted due to the internal first floor being set back from the window openings creating a mezzanine floor level within the dwelling. A set back from the window for a distance of 2.7metres would be created internally allowing only restricted views into the neighbouring site. Taking this and the angled restricted view ensured by the timber fins into account any overlooking potential from this opening to the neighbours front garden area is considered to remain minimal.
21. To the rear north-western side of the dwelling there is a similar opening proposed, this however relates to a staircase. This would also have restricted views by using the same timber fins externally along the northern most section of the opening, restricting views from the opening into number 59 Bankhall Lane's rear garden area. The opening has further been amended and would now also have timber cladding added to its western most section as which would screen the opening externally from view and thus remove any issues over overlooking directly above the western side boundary. Taking this and the use of the window into account it is again considered that any amenity related concerns would likely remain minimal.

22. The proposed areas of open roof-terrace at second floor level would be sited away from the western side boundary of the site and are considered not to pose any material overlooking potential for the number 59 Bankhall Lane as these would only allow for views to the rear and front garden areas of the site, restricted by the screen to the eastern side and the second floor of the dwelling to the west

#### Overbearing

23. The proposed new dwelling is considered not to pose any material overbearing related concerns for the properties sited to its eastern and northern sides due to the substantial sized separation distances involved.

24. With regards to number 59, although the proposed dwelling would be 0.5 metres higher than the existing dwelling on site (increasing from a maximum ridge height of 6.8m increased to an overall height of 7.2m) this is considered to be a marginal increase and is not considered to pose any material overbearing related concerns for the neighbouring property. It should be further be noted that the new dwelling would also be sited 0.4 metres further away from the western side boundary of the site than the existing two storey dwelling on site, so any such concerns would further be mitigated.

25. Number 59 Bankhall lane has a number of ground floor rooms which have openings sited within its eastern side elevation. To the front of the property there lies a large living room, this has openings both within the main front and eastern side elevation, as such it is considered that any new overbearing related concerns from the development would thus be mitigated. It should be noted that this room has a large bay window sited within the front elevation of the dwelling and this acts as the main source of light for the room.

26. The same is the case for the rear kitchen through room which has openings both within the north facing rear elevation and eastern side elevation. There is, however, a habitable room sited centrally within the eastern side elevation with a sole window projecting onto the eastern side boundary, this is considered to be affected to a degree by the works. However, given that the existing dwelling on site is built at two storey level and that the increase in height of the dwelling would be for 0.5 metres, albeit with more massing at upper level to the rear than the existing house, any overbearing impact would not be so much worse than the existing situation to justify the refusal of the wider application.

27. The proposed dwelling would project ahead of number 59's front elevation for a distance of approximately 2.5 metres at the closest point to the western side boundary of the site. This would increase to approximately 3.8 metres at the furthest point away from the side boundary. As noted in the above sections the dwelling would be sited 4 metres away from the adjoining boundary of the site and as such it is considered that any overbearing related concerns would be off-set by the



distances retained to the side boundary. The same would be the case to the rear where the dwelling appears to be projecting 1 metre beyond the rear building line of number 59.

## PARKING

28. The proposal would create space to safely accommodate in excess of 4 vehicles on site at any given time, this thus complies with the Councils adopted L4 parking guidelines for residential properties with in excess of 3 bedrooms within this area. As such the proposal is considered to be acceptable on parking grounds.

## DEVELOPER CONTRIBUTIONS

29. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, and apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

## **RECOMMENDATION:**

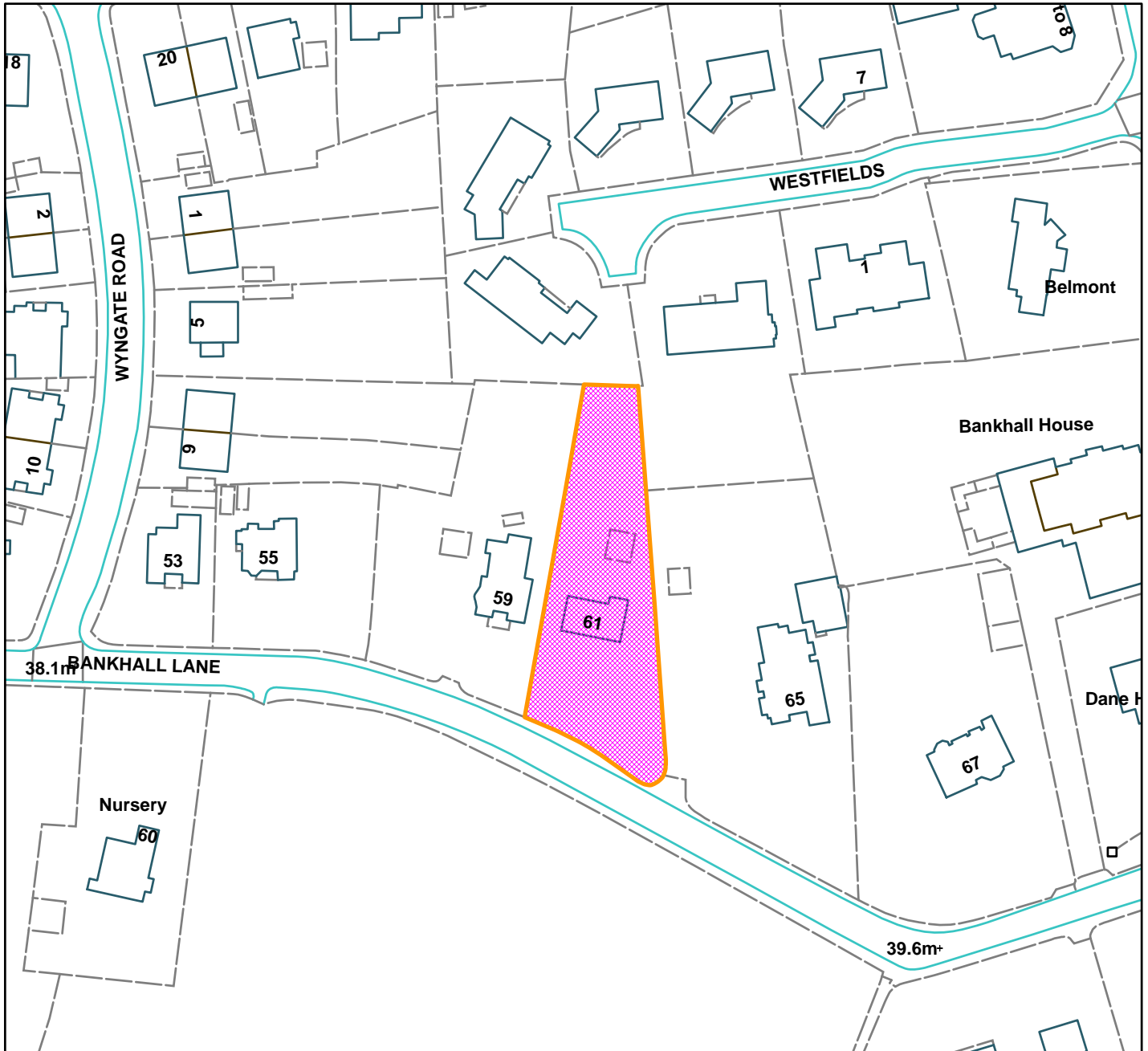
1. Standard
2. Submission of materials
3. Details – compliance with list of plans
4. Obscure glazing
5. Removal of Permitted Development Rights
6. Submission of further details of the proposed privacy screens on roof terrace
7. Tree protection scheme
8. Landscaping scheme
9. Retention of external fins on south-western side and north-western side window openings
10. Submission of details on green roof

IG

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61 Bankhall Lane, Hale Barns



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 9/03/2015
Date	25/03/2015
MSA Number	100023172 (2012)

**WARD:** Davyhulme West

**84672/FUL/15**

**DEPARTURE: No**

**Erection of 4 no. 2 storey houses and associated parking, landscaping, boundary treatments and highways alterations.**

Land To The South Of, Lowther Gardens, Flixton,

**APPLICANT:** Trafford Housing Trust

**AGENT:** Bernard Taylor Partnership Ltd

**RECOMMENDATION: GRANT**

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**SITE**

The application site comprises a roughly rectangular area of land between Lowther Gardens and Woodbridge Road. The surrounding area is predominantly residential in nature comprising traditional two storey dwellings built in a rectangular formation around an area of open space known as Lowther Gardens. There are also two storey dwellings on the opposite side of Woodbridge Road to the northeast.

Planning application reference 80008/FULL/2013 for a similar form of development by the same applicant at the opposite end of Lowther Gardens was approved in 2013 and has now been built on site.

**PROPOSAL**

Erection of 4 no. 2 storey houses and associated parking, landscaping, boundary treatments and highways alterations.

Two of the dwellings (Plots 3 and 4) would be on the southern half of the site fronting the area of open space at the centre of Lowther Gardens and two of the dwellings (Plots 1 and 2) would be in the northern half of the site fronting Woodbridge Road. Each property would have a modest garden area and 2 no. car parking spaces.

The applicant has stated that the proposed dwellings would be socially rented housing.

The site layout plans have been amended since the application was originally submitted to address concerns raised by the Police regarding the number of footways proposed and to address LHA concerns regarding parking layout and visibility. The amended plans have resulted in the need for some changes to the adjacent properties to the east of the site (No. 1, Lowther Gardens and No. 45, Woodbridge Road) to extend the garden and provide new fencing to No. 1, Lowther Gardens and to extend the garden, provide new fencing and re-locate the drive access at No. 45, Woodbridge Road. Not all of the land involved in this is within the application site boundary.

The total floorspace of the proposed new dwellings would be 360 m<sup>2</sup>.

## **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 1<sup>st</sup> 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 26<sup>th</sup> April 2013 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  
L3 – Regeneration and Reducing Inequalities  
L5 – Climate Change  
L7 – Design  
R3 – Green Infrastructure

### **PROPOSALS MAP NOTATION**

None

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

### **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**

82162/VAR/2014 - Variation of Condition 2 (list of approved plans) of planning permission 80008/FULL/2013 (Erection of 5no. 2 storey houses with three bedrooms and associated parking and landscaping with development ancillary thereto. Resurfacing of parking courts between 33/35 and 34/36 Lowther Gardens) to refer to revised site layout plan indicating minor amendments to site layout – Approved March 2014

80008/FULL/2013 - Erection of 5 no. 2 storey houses with three bedrooms and associated parking and landscaping with development ancillary thereto. Resurfacing of parking courts between 33/35 and 34/36 Lowther Gardens – Approved 2013

## **CONSULTATIONS**

**LHA** – No objections.

**Strategic Planning and Developments** – No objection in principle. Comments incorporated into the Observations Section of the report.

**Drainage** – It will be necessary to constrain the peak discharge of storm water from this development in accordance with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment. No development shall be commenced unless and until full details of the proposals to meet the requirements of the Guidance have been submitted to and approved by the Local Planning Authority and none of the development shall be brought into use until such details as approved are implemented in full. Such works shall be retained and maintained thereafter.

**Pollution and Licensing (Contaminated Land)** – The site is situated on brownfield land and a condition is recommended requiring a contaminated land Phase 1 report, and submission and approval of subsequent investigations, risk assessment and remediation as necessary.

**GMP (Design for Security)** - Recommend that the number of pedestrian footways is reduced to, ideally, just one that provides access to the walk that runs to the front of the houses that front on to Lowther Gardens. This pedestrian access point should ideally be wide and well lit. In all other aspects we would recommend that the properties are built to Secured by Design standards.

**United Utilities** – No objections subject to conditions relating to details of foul drainage (to be on a separate system) and a surface water drainage scheme based on sustainable drainage principles to be submitted and approved.

## **REPRESENTATIONS**

**Neighbours:** - Comments received from the occupiers of 3 properties in relation to the plans originally submitted as follows:-

- Houses not in keeping with surrounding houses
- Does not give adequate access to the green
- Blocks access to gates of adjacent back gardens
- Inadequate parking spaces for residents as a result of the loss of this area
- Someone needs to take a look at the state of the road and pavements down Woodbridge Road and around Lowther Gardens before money is spent on new houses.

Neighbours have been re-consulted in relation to the amended plans submitted. Any comments received in relation to the amended plans will be reported in the Additional Information Report.

## **OBSERVATIONS**

### PRINCIPLE OF DEVELOPMENT

1. Under the current planning policy framework the principle of schemes involving new residential development are considered against policies L1 and L2 of the Trafford Core Strategy and the policies contained within the National Planning Policy Framework. The application site is unallocated within the UDP proposals map. One of the key objectives set out within NPPF is the priority on reusing previously developed land within urban areas.
2. Paragraph 14 of the NPPF advises that at its heart is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking, with Paragraph 49 of the NPPF advising that housing applications should be considered in the context of the presumption in favour of sustainable development.
3. Policy L1.7 of the Core Strategy, which relates to Land for New Homes, sets an indicative target of 80% of new housing provision to be built on brownfield land over the Plan period. It goes on to advise that in order to achieve the 80% target the Council will release previously developed land and sustainable urban Greenfield 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 town centres
  - 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 which relate to Strategic Objectives and Place objectives.

4. It is noted that the site would result in the loss of some of a strip of grassed land between Lowther Gardens and Woodbridge Road. However this is not considered to be usable open space for recreation, rather an amenity verge. This is not allocated on the Revised Trafford UDP as Protected Open Space. It is also noted that a reasonable area of grassed open space will be retained at the Woodbridge Road end of the site. It is considered that this open space should contain some landscaping in line with SPD1 and that appropriate tree and or shrub planting should be included into this area and gardens where possible.
5. Policy L2 of the Core Strategy, which is entitled “Meeting Housing Needs”, states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council’s Sustainable Community Strategy. It requires new development to be (a) On a site of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents; (b) Appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development; (c) Not harmful to the character or amenity of the immediately surrounding area and; (d) To be in accordance with L7 and other relevant policies within the Development Plan for Trafford.
6. In this case the application site is not located within the Regional Centre, nor is it located within the Inner Area. The application site is considered to be located within a reasonably sustainable location, appropriately located in terms of access to existing community facilities.
7. In terms of dwelling type and size the proposed residential development would provide socially rented housing and is considered to contribute to meeting the needs of the Borough by increasing the provision of family homes and contributing towards the creation of mixed and sustainable local communities.
8. Having regard to the above it is considered that subject to the development being acceptable in terms of its impact upon the character of the area, neighbouring properties and parking and highway safety, the principle of erecting 4 dwellings on the site is acceptable.

## RESIDENTIAL AMENITY

9. The proposed dwellings would be sited along a similar building line to the existing front elevations of neighbouring properties on Lowther Gardens and Woodbridge Road. Neighbouring properties do not have any main sole habitable room windows in their side elevations but there are some secondary windows most of which are obscure glazed. The rear elevations of the proposed houses would project further to

the rear than the adjacent existing properties but do respect the rear building line of outriggers on neighbouring properties. Given the separation distances between the properties - between 5.15 metres (Plot 1 to 45, Woodbridge Road) and 16.4 m Plot 2 to No. 47, Woodbridge Road), it is not considered that the resultant relationship would result in loss of light or outlook to the occupiers of the adjacent properties. One small obscure glazed secondary window is proposed in the gable elevations of Plots 1 and 4 at first floor level. A condition is recommended requiring them to be obscured glazed and retained as such and on this basis it is not considered that the proposals would result in loss of privacy to the properties either side. The properties to the front and rear of the development (across Woodbridge Road and Lowther Gardens) are well in excess of the 21 metres required to be maintained between proposed and existing properties. It is therefore considered that the development would not impact adversely on the amenity of neighbouring residential properties in accordance with Policy L7 of the Core Strategy.

10. Each of the properties has a reasonable level of amenity space associated with it, which is similar to that available to other surrounding properties and there is a large area of open space in the centre of Lowther Gardens usable by any future occupants of the development.

## DESIGN AND IMPACT ON THE STREETSCENE

11. The proposed dwellings are contemporary in design (particularly the front elevations) due to the proposed fenestration, use of timber cladding and asymmetric roof design of the front gable features. It is considered, however, that the development would retain a traditional site layout pattern and the use of a combination of traditional and contemporary materials (brick at ground floor level with timber cladding above and grey concrete roof tiles) would create a development that would be appropriate within the locality generally albeit with a contemporary approach.
12. At two storeys high the proposed dwellings would be similar in height to the adjacent existing properties in the vicinity and the plots would largely maintain the existing building lines of the existing adjacent properties. It is also considered that the density of the development would result in adequate spaciousness between the properties.
13. Each of the garden areas is proposed to be sufficiently landscaped, with trees and shrubs proposed and the sheds, cycle stores and refuse areas associated with each of the dwellings are appropriately sited.
14. The boundary treatment proposed reflects the need to delineate the boundaries of the plots, the need for adequate visibility for vehicles and higher railings/fencing around private gardens areas. Conditions relating to materials, landscaping (both within the plots and on the adjacent grass verge) and boundary treatments are recommended.



## PARKING, ACCESS AND HIGHWAY SAFETY

15. The LHA requested amendments to the site layout to ensure that the parking spaces functioned properly and to ensure adequate intervisibility between cars reversing out of driveways and vehicles travelling on the new section of road. The plans have been amended accordingly and the LHA are now satisfied that the development is acceptable on the basis of the amended plans. Each property would have 2 off road parking spaces which is in accordance with Council guidelines and there is additional on street parking available in the wider area.
16. The Council's Greenspace Maintenance Team has raised concerns that the layout may result in parked cars prevent access for maintenance to the lawned area of Lowther Gardens. A condition is therefore recommended to seek to ensure that this does not occur.

## DEVELOPER CONTRIBUTIONS

17. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the moderate zone for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
18. 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 additional trees and shrubs on site as part of the landscaping proposals.
19. 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 there the CIL payments will be reduced according.

## **RECOMMENDATION: GRANT subject to the following conditions:-**

1. Standard Time
2. Compliance with plans
3. Materials
4. Landscaping (including grass verge)
5. Landscape maintenance
6. Drainage (Storm Water)
7. Drainage (Foul)
8. Contaminated Land

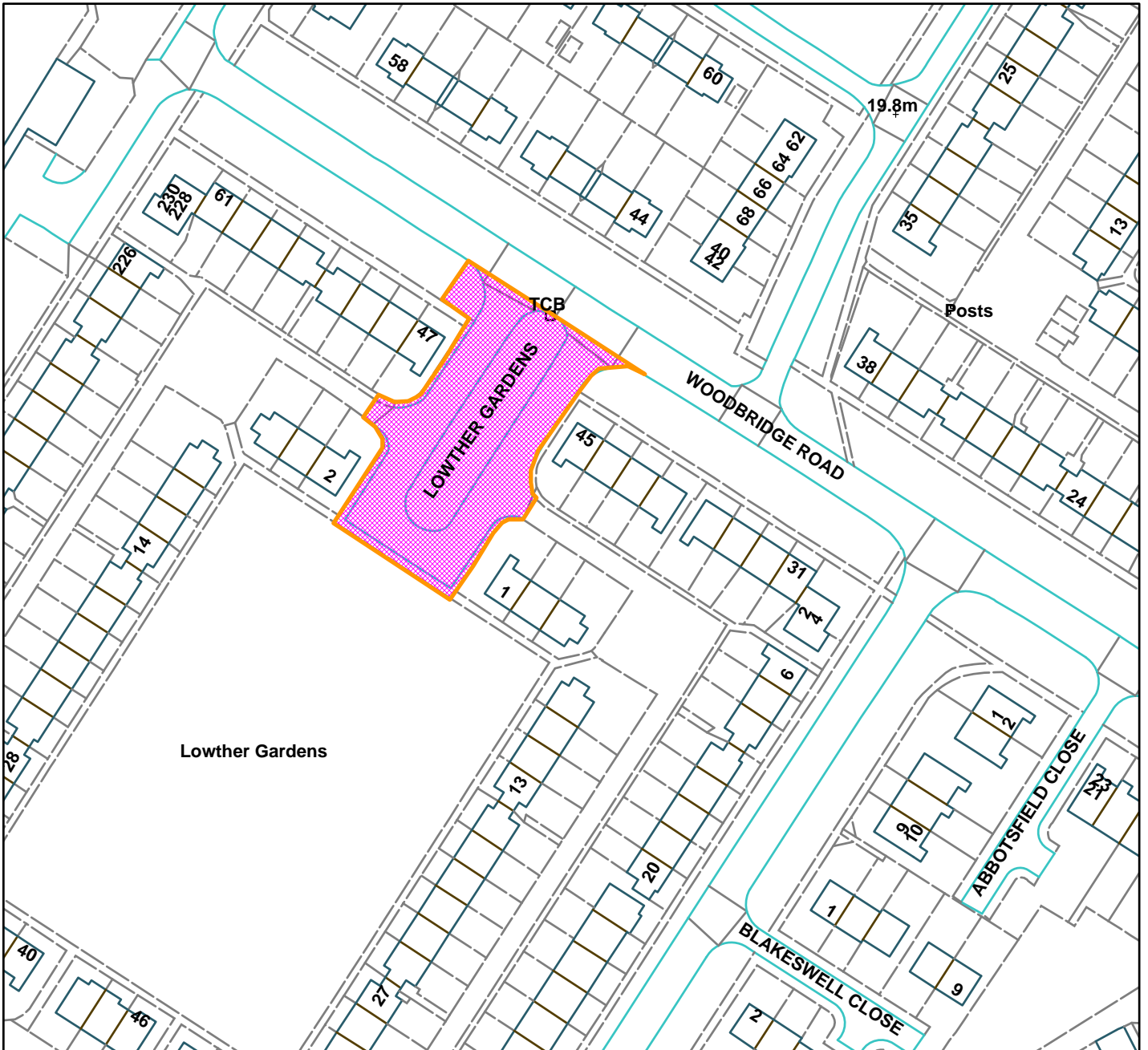
9. Removal of permitted development rights
10. Provision and retention of access and parking
11. Obscure glazing (first floor Plots 1 and 4)
12. Boundary treatments (in accordance with approved plans and retained as such thereafter)
13. Secured by Design
14. The alterations to the gardens of 1 Lowther Gardens and 45 Woodbridge Road shall be carried in accordance with the approved plans prior to the first occupation of the dwellings hereby approved.
15. A scheme to retain unimpeded access for maintenance to the lawned area of Lowther Gardens shall be implemented in accordance with the details submitted.

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Land to the South of Lowther Gardens, Flixton



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 9/03/2015
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