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TRAFFORD
COUNCIL

AGENDA PAPERS MARKED 'TO FOLLOW' **PLANNING DEVELOPMENT CONTROL COMMITTEE**

Date: Thursday, 14 March 2013

Time: 6.30 pm

**Place: Rooms 7 and 8, Quay West, Trafford Wharf Road, Trafford Park,
Manchester M17 1HH**

A G E N D A

PART I

ITEM

**5. APPLICATION FOR PLANNING PERMISSION 79797/RM/2013 - REDROW
HOMES NW LTD - LAND OFF STAMFORD BROOK ROAD, TIMPERLEY**

To consider the attached report of the Chief Planning Officer.

5

THERESA GRANT

Chief Executive

Membership of the Committee

Councillors Mrs. V. Ward (Chairman), D. Bunting (Vice-Chairman), R. Chilton,
T. Fishwick, P. Gratrix, E.H. Malik, D. O'Sullivan, Mrs. J. Reilly, B. Shaw, J. Smith,
L. Walsh, K. Weston and M. Whetton

Further Information

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

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This agenda was issued on **Thursday 7th March 2013** by the Legal and Democratic Services Section, Trafford Council, Quay West, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH.

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Agenda Item 5

WARD: Broadheath

79797/RM/2013

DEPARTURE: Yes

APPLICATION FOR APPROVAL OF RESERVED MATTERS FOR APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR THE ERECTION OF 66 NO. DWELLINGS FOLLOWING OUTLINE APPROVAL UNDER PLANNING REF. 77510/O/2011.

Land off Stamford Brook Road, Timperley

APPLICANT: Redrow Homes NW Ltd

AGENT: N/A

RECOMMENDATION: GRANT

Cllr Wilkinson has requested that this planning application be determined by the Planning Development Control committee for the reasons outlined in the report.

SITE

The application site is located on the south side of Stamford Brook Road Altrincham, measures approximately 2.3ha in size and has a level topography with low level vegetation throughout. The site is currently vacant although a small section has recently been used as an area for parking of construction traffic during recent works at South Trafford College. The land had until recently been in the ownership of South Trafford College.

To the north side of the site is the South Trafford College campus with the all-weather pitch and car parking area located opposite the proposed access to the application site. To the east side of the site is a number of commercial units and a large vacant industrial building (Bayer site). To the south side of the site is a strip of landscaped land which forms part of the industrial Bayer site beyond which is a disused railway line. To the west side of the site is new residential development part of the Stamford Brook estate which extends beyond the west and north west of the application site. Timperley Brook extends across a section of the site in the north east corner of the site

The site is located close to the junction with Manchester Road (A56)

PROPOSAL

The application site benefits from an outline planning permission for the development of the site up to a maximum of 70 dwellings (Ref:77510/O/2011 approved June 2012). This application seeks approval of matters reserved for further consideration for the erection of 66xno. dwellings and includes appearance, landscaping, layout and scale. The outline approval included details of access which will be from Stamford Brook Road.

The proposed layout is for 66 dwellings at a density of 29 dwellings per hectare. The house types are all two storey 3 and 4 bedrooms from Redrow's Heritage collection and include detached and semi-detached properties comprising:-

- 27x – three bedroom dwellings
- 39x –four bedroom dwellings.

The site layout will include an area of public open space and a 'green buffer zone' alongside Timperley Brook to the north east corner 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; and
- 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.
- The Greater Manchester Joint Waste Plan, adopted 01 April 2012. On 25th 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.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- L1 – Land for New Homes
- L2 – Meeting Housing Needs
- L3 – Regeneration and Reducing Inequalities
- L4 – Sustainable Transport and Accessibility
- L5 – Climate Change
- L7 – Design
- L8 – Planning Obligations
- R2 – Natural Environment
- R3 – Green Infrastructure
- R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

- Protected Open Space
- Wildlife Corridor

Sinderland Redevelopment Area
River Valley Flood Plain

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H3 – Land Release for New Housing Development
H4 – Release of Other Land for Development

PRINCIPAL RSS POLICIES

DP1 – Spatial Principles
DP2 – Promote Sustainable Communities
DP4 – Make the Best Use of Existing Resources and Infrastructure
DP5 – Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility
DP7 – Promote Environmental Quality
RDF1 – Spatial Priorities
L4 – Regional Housing Provision
RT2 – Managing Travel Demand
MCR3 – Southern Part of the Manchester City Region

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. With immediate effect the NPPF replaces 44 documents including Planning Policy Statements; Planning Policy Guidance; Minerals Policy Statements; Minerals Policy Guidance; Circular 05/2005: Planning Obligations; and various letters to Chief Planning Officers. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

77510/O/2011 – Outline planning application for the development of a maximum of 70 dwellings (Use Class C3). Details provided for access with all other matters reserved for subsequent consideration. – Approved 12/06/2012

H/REN/51218 – Renewal of temporary permission to retain temporary car-park including fencing and lighting – Approved with conditions 05/03/2001

H/46905 – Variation of condition 1 to allow the continued use of land as a temporary car-park for a further two year period – Approved 17/03/1999

H/45580 – Variation of Condition 2 of permission H/43370 to allow the continued use of land as a temporary car park for a further twelve month period – Approved 29/07/1998.

H/44959 – Change of use from existing temporary car park to a permanent car park including surfacing works – Withdrawn 23/02/1998

H/43370 – Construction of temporary car-park including fencing and lighting – Approved 29/01/1997

APPLICANT'S SUBMISSION

The applicant has submitted a design and access statement which states within the introduction that Redrow Homes seek to make the best use of the land that would be wholly appropriate in density, including consideration of the constraints and opportunities the land

possesses. The primary objective of Redrow Homes NW is to introduce an attractive range of dwellings that fit in comfortably with the local vernacular, whilst providing well needed new homes to the Altrincham Area.

In support of the application submission the applicant has provided the following information:-

- Plans and elevations of house types and garages
- Phase 2 Geoenvironmental appraisal report
- Invasive weed survey
- Drainage Layout
- Slab levels
- Landscaping details
- Design and Access Statement

CONSULTATIONS

Strategic Planning & Developments – Comments incorporated into report

LHA – No objection in principle – Concerns raised regarding a number of individual plots parking provision; drive widths and lengths; plot accesses which will result in manoeuvring over pathways and access road manoeuvring spaces. Any amendments undertaken to be reported on additional information report to committee.

Pollution and Licensing (Nuisance) – No objections

Pollution and Licensing (Contaminated Land) – No comments received at time of report preparation

Manchester Airport – No safeguarding objections

Environment Agency – Objects to proposed development because there is an inadequate buffer zone alongside the watercourse known as Timperley Brook. We recommend that planning permission should be refused on this basis.

Condition 10 of the outline planning permission (Your ref: 77510/O/2011) requires a 10 metre undeveloped buffer alongside Timperley Brook. The current reserved matters application (Plan ref:TC-SK01, Rev C Sept 12) shows gardens (i.e development) adjacent to Timperley Brook. Therefore the buffer provided is inadequate.

(Note: Following these initial comments the applicant has amended the site layout plan in order to achieve this buffer zone)

Environment Agency comments regarding drainage/flooding issues not received at time of report preparation

GMP Design for Security – No objection to proposals but request the inclusion of a condition requiring the development to be constructed in accordance with the Secured by Design standards.

United Utilities – No objections subject to appropriate drainage conditions.

Electricity North West - Have considered the above planning application submitted on 22/1/13 and find it could have an impact on our infrastructure. The development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that

the development does not encroach over either the land or any ancillary rights of access or cable easements. If planning permission is granted the applicant should verify such details by contacting Electricity North West.

Greater Manchester Ecology Unit – No comments received at time of report preparation.

REPRESENTATIONS

Cllr Wilkinson has written to the planning service to advise that she has received objections from local residents regarding the proposal as it will add to the traffic congestion in the area. In addition residents have expressed concern that Redrow have failed over a number of years to bring the roads and pavements within the Stamford Brook development up to the required standard for adoption by Trafford Council. Cllr Wilkinson has requested to speak against the application at planning committee.

Neighbours: 7 letters of objection have been received, citing the following points of concern:-

- Additional traffic generation and congestion caused by the development.
- Junction of Stamford Brook Road and Manchester Road congested at peak times.
- Application should only be approved on the condition that Redrow finish of outstanding works within the Stamford Brook Development – This includes the long awaited ‘chicane’ to be constructed at the kissing gate on the Redrow side of the footbridge at the bottom of Woodcote Road.
- Seven years after moving into a property roads, footpaths, drainage and streetlighting are still to reach a suitable standard to be adopted by the Local Authority.
- Traffic speed along Stamford Brook Road is a concern (often in excess of 50mph).
- Phasing of the lights and traffic management is already a problem in that the northbound traffic on Manchester Road does not clear the junction and despite light on green for a long time, traffic has difficulty turning northbound out of Stamford Brook Road. This can cause drivers to exit through the lights as if heading southbound only to change direction when through the lights and illegally cut across the pedestrian crossing to the college (who have right of way).
- Pedestrians lives being put at risk at the Manchester Rd/Stamford Brook Rd Estate junction

Two further letters have been received from local residents; one stating no objections, the second requesting clarification on a number of points regarding the proposal.

OBSERVATIONS

BACKGROUND

1. The outline planning application for this site had been submitted at the same time as an outline planning application Ref:77485/O/2011 for the redevelopment of the Trafford College site at Moss Road Stretford for residential development. Trafford College required the sale of both the Stamford Brook Road site and Moss Road sites in order to facilitate the redevelopment of the Trafford College campus on Talbot Road Stretford.
2. Trafford College had recently undertaken a review of its estate, the outcome of which identified the Stamford Brook Road site as being surplus to current and future requirements for educational or associated sports purposes. The college was also seeking to relocate the technology centre at Moss Road to the Talbot Road site as

the Moss Road facility was in a poor condition, poorly utilised and expensive to run. This relocation of facilities to one site in the north of the borough required significant investment at the Talbot Road site, leaving the Moss Road site surplus and available for redevelopment.

3. In order to facilitate the significant costs of the Talbot Road development the College sought to realise values from both the surplus sites at Stamford Brook Road and Moss Road. The college had identified cuts in national funding and also recent significant investment in the redevelopment of the South Trafford College site as factors which have contributed to them in having to consider alternative sources of funding, namely the sale of both sites to facilitate the works required at the Talbot Road site. Since the approval of both the outline applications at Stamford Brook Road, Altrincham and Moss Road Stretford; the college have sold the Stamford Brook Road site to Redrow for residential development. The college have also submitted details to the Council with regards how the proceeds of the sale of Stamford Brook Road have been spent with regards the redevelopment of the Talbot Road site (this was required under the legal agreement attached to the outline approval 77510/O/2011)

PRINCIPLE OF DEVELOPMENT

4. The principle of development on the part of the site subject of the reserved matters application was established when the outline planning consent was granted in 2011.

DESIGN AND VISUAL AMENITY

Layout

5. The proposed layout involves 66 dwellings; the indicative layout at outline stage was for 70 dwellings. The majority of dwellings are detached two storey, with nine pairs of semi-detached two storey dwellings. The applicant has arranged the dwellings along the northern boundary of the site so that their front elevations face towards Stamford Brook Road; the properties will have a staggered arrangement along this boundary with a mixture of four house types.
6. The proposed housing further into the site is arranged around an 'H' shaped access road layout with associated turning heads. The properties along the eastern side of the site, adjacent to the Bayer site, will have their rear gardens extending up to the shared boundary. Similarly the properties along the southern boundary will have their rear gardens extending up to the boundary. The western boundary of the site will have three properties with their side elevation facing towards the adjacent residential development and three properties with their rear gardens extending up to the shared boundary.
7. To the north-east corner of the site, a section of Timperley Brook extends across the site. During the determination of the outline application Greater Manchester Ecology Unit requested that a landscape and habitat 'buffer zone' of at least 10m to be established between the water course and any proposed built environment. The proposed layout has been designed to incorporate this 'buffer' zone which will be a publicly accessible area.
8. The proposed scheme would achieve a housing density of approximately 29 dwellings per hectare, which would be considered as medium density. This level of housing density is reflective of the wider Stamford Brook estate. Each plot will have a rear garden, with varying sizes of front garden areas dependant on the siting of

particular dwellings. Each plot also achieves a front or side driveway to provide adequate off-street parking.

Design

9. The proposed dwellings are a mix of semi-detached and detached dwellings; with 27x three-bedroom properties and 39x four bedroom properties. The proposed dwellings will incorporate ten different house types, all part of Redrows New Heritage Collection. The New Heritage Collection house types have recently been developed within another area of the Stamford Brook Estate and are marketed as an 'Arts and Crafts' inspired range.
10. The house types incorporate varying styles but maintain a recognisable Arts and Crafts theme; the properties include dual pitched roof design with symmetrical and asymmetrical front gables, with brick and render finishes on selected house types. A number include integral garages, other plots will have detached single garages or semi-detached garages shared with neighbouring plots.
11. Access is achieved to the rear of all the properties which allows for storage of bins away from the front of dwellings.
12. The design of the proposed dwellings is considered to be appropriate in achieving a suitable mix of house types across the application site. The proposed house types are also considered to be in keeping with the wider Stamford Brook Estate and in this context would comply with the guidance as set out with Core Strategy Policy L7-Design.

Scale

13. The new dwellings vary between 8m and 9m from ground to ridge height. The double garages will measure 4.9m in height and the single garages 4.2m in height. These ridge heights of the dwellings are lower than the neighbouring town houses at Badger Road which contain three levels of accommodation. The size and scale of the proposed development does not therefore raise any adverse impact on streetscene.

Landscaping

14. The application submission includes details of areas of hard and soft landscaping throughout each individual plot and to public accessible areas. Details of specific species planting and hard landscaping finishes would be dealt with through an appropriate landscaping plan to be submitted as part of a landscaping proposals condition.
15. Notwithstanding this the applicant has provided details of proposed tree planting throughout the site. All the proposed trees are suitable for the site and the proposed nursery stock size of all trees is heavy standard (12 to 14 cm stem diameter measured at 1 metre from ground level). These are advanced nursery stock trees that will have some immediate impact at planting time.
16. Details of suitable 'native species' planting within the buffer zone which must be free from all forms of development, including formal garden layouts would also be agreed through an appropriate condition regarding continual maintenance and protection of the buffer zone.

RESIDENTIAL AMENITY

17. The nearest residential properties to the application site are located to the west side of the site on Badger Road and form part of the Stamford Brook Estate. The nearest dwellings to the development are 34 & 36 Badger Road and 21 Badger Road. 34 Badger Road is a detached two storey dwelling located to the south-west of the application site, the rear elevation of which faces towards the application and specifically across the rear garden of plot 15, a distance of 11m is retained from the rear elevation of 34 Badger Road to the rear garden of plot 15. 36 Badger Road is also a detached two storey dwelling which has its rear elevation facing towards the side elevation of the dwelling proposed at plot 15.
18. 36 Badger Road has a stepped footprint with a projecting two storey gable outrigger on the rear elevation; a first floor window to this outrigger is clear glazed. A distance of 15m will be retained from the rear first floor window to the side elevation of the proposed dwelling house at plot 15. Guidance contained within the Council's New Residential Supplementary Planning Guidance document recommends a distance of 15m to be achieved in these circumstances (i.e from a habitable window to a neighbouring main elevation of an adjacent dwelling/building) to prevent any undue overshadowing. It is therefore considered an acceptable distance between dwellings which is not considered to result in any adverse impact on the adjacent occupants at 36 Badger Road.
19. 21 Badger Road is an end terrace of four dwellings which have living accommodation over three levels. The side elevation of the property facing towards the application site is blank with no windows or other openings; the property retains a distance of approximately 4m to the shared boundary with the application site. The dwelling house at plot 14 will retain a distance of 1m to the shared boundary and is positioned partly adjacent to the side elevation of 21 Badger Road and partly beyond the front elevation of 21 Badger Road which faces towards Stamford Brook Rd. It is considered that no adverse impact on residential amenity of the adjacent occupants at 21 Badger Road will occur as a result of the proposed development.
20. Privacy distances within the proposed residential layout achieve variations on the recommend Council parameters. The New Residential privacy guidelines recommend a distance of 10.5m to be retained from rear first floor habitable room windows to shared residential boundaries. The majority of properties within the proposed layout achieve between 11m and 17m. A number of the properties achieve 10m, whilst this is short of the recommended 10.5m, on balance these distances are considered acceptable. Similarly the guidelines recommend a distance of 27m be retained between main habitable room windows across private garden areas. The proposed scheme will involve distances of 21m-27m being retained, whilst there are a number of dwellings that are short of the recommended guidelines, the distances are reflective of other site layouts within Stamford Brook and on balance are considered acceptable.
21. A number of properties which shared rear boundaries with residential plots will be restricted in the future, with regards achieving two storey rear extensions (as an example) as they would potentially encroach significantly into recommended privacy distances. It would be considered appropriate to remove some permitted development rights for single storey extensions and roof extensions given the restrictive size of some of the plots.

ACCESS AND PARKING

22. Access to the site would be from the existing Stamford Brook Road which has been completed in recent years to provide access to the college, Sinderland Brook residential development and links Manchester Road with Sinderland Road to the west.
23. A new vehicular access point to the application site has been partly laid out with tarmac surface, road markings and dropped kerbs in-situ. The vehicular access is located immediately opposite the southern boundary of the college external playing pitch and will be the only vehicular access point to the new residential layout. The submitted site layout plan provides for a 5.5m wide carriageway and 2m footpath on both sides of the access road.
24. The submitted transportation assessment submitted at outline states that modelling has been undertaken for 72 residential units which is in excess of the number of units applied for in this application. The applicant has undertaken this approach to ensure the trip generation figures are robust. The trip generation figures indicate that in the PM peak (1715hrs – 1815hrs) there will be 43 vehicles passing through the Stamford Brook Road/A56 junction to access the proposed development, which is just under 1.5 extra vehicles passing through the junction every minute, which corresponds to just under 3 vehicles each full revolution of the traffic signals, although the three vehicles will not all be on the same arm of the junction. Whilst it is felt that there are relatively high levels of traffic on the roads in the vicinity of the site, it is felt that this additional traffic is not a significant addition.
25. Individual vehicular access will be provided to each dwelling house with a number incorporating detached garages and integral garage space. To meet the Councils car-parking standards the provision of 2 parking spaces should be provided for three bedroom dwellings and 3 parking spaces for each four bedroom dwelling. Approximately four of the dwellings are short of the minimum parking standards and the applicant is undertaking a review of the layout to ensure sufficient parking is provided throughout the scheme. Details of this review will be reported on the additional information report to committee.

DEVELOPER CONTRIBUTIONS

26. The developer contributions required as part of the proposed development were secured as part of the outline planning approval 77510/O/2011. The developer contributions related to Red Rose Forest contributions; Out Door Sports provision and Informal Play Space and Highways (assessed under the developer contributions regime prior to SPD1: Planning Obligations). The S106 also included an appropriate section regarding an overage clause to ensure that the reduced affordable housing contribution (0% at Stamford Brook Road) would be off set against investment in the redevelopment of the Talbot Road site.

OTHER ISSUES

27. A number of residents have raised concerns regarding unfinished works to infrastructure within previously developed sections of the Stamford Brook Estate by the applicant (see representations section of this report). Whilst the Council are disappointed with outstanding works elsewhere within the estate; this would not be sufficient reason to recommend refusal of this current application. One of the main concerns from residents has been the situation regarding road layouts not being to

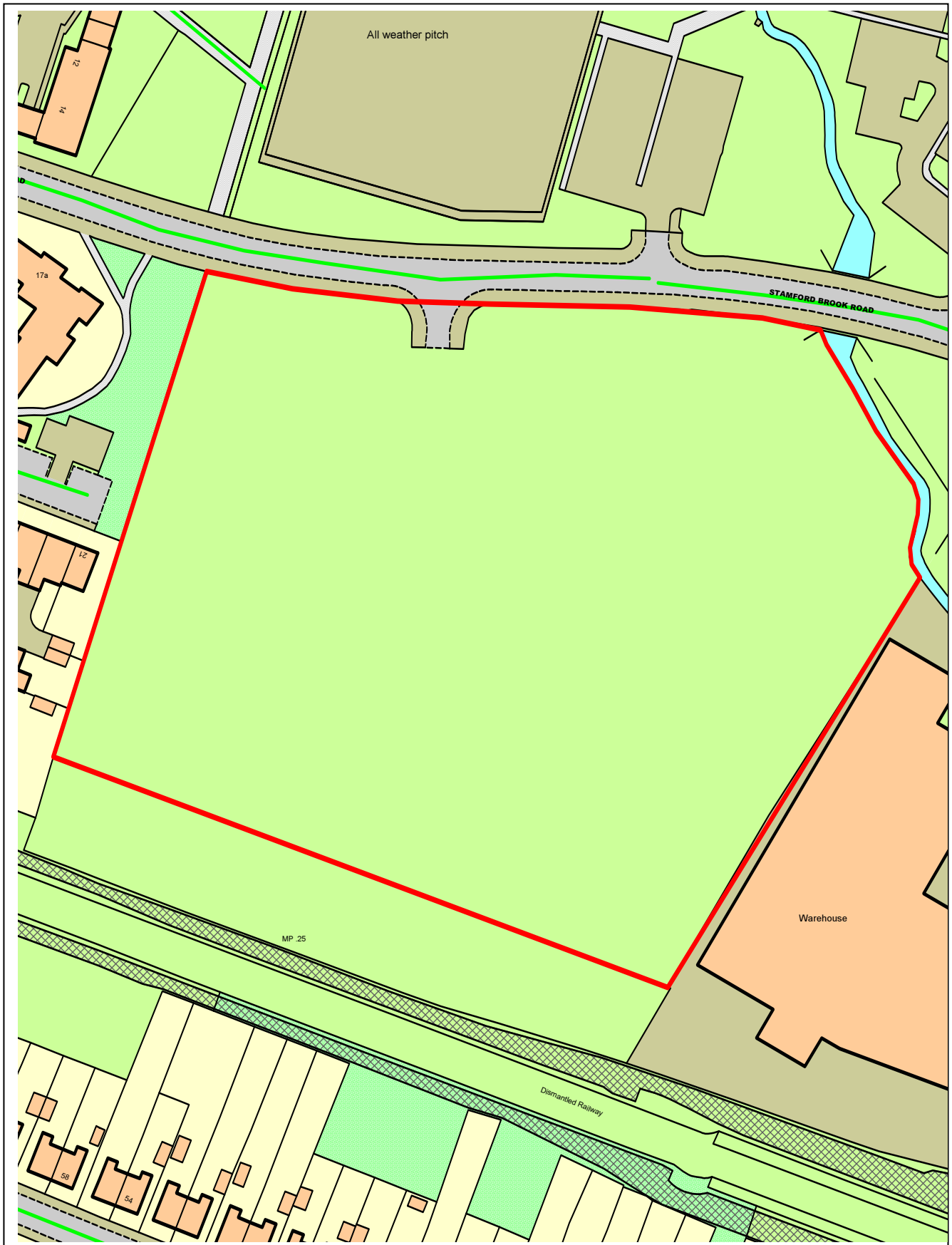
a sufficient standard in order to be adopted by the Council's Highway section. It is therefore considered appropriate to include a condition to any grant of planning permission to ensure phased completion of road infrastructure network prior to occupation of the dwellings; in order that the Council are satisfied that works undertaken are acceptable so that they can be adopted by the Council, prior to the dwellings occupation.

28. The applicant has also been approached by the Council to consider what provision has been made in the development for broadband coverage to the new development. A response from the applicant will be reported on the additional information report to committee.

RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard time limit
2. Development in accordance with approved plans
3. Phasing of development
4. Submission of external materials
5. Landscaping plan & maintenance
6. A scheme for the management and maintenance in perpetuity of all land falling outside private residential curtilages and outside the control of the Local Highway Authority shall be submitted.
7. Removal of GPDO (as amended) Schedule 2, Part 1, Class A, B, D and E permitted development rights
8. Obscure glazing to side first floor windows where applicable
9. Submission of Phase 1 and 2 contaminated reports
10. Wheel washing facilities and/or means of limiting the deposition of soil and other debris on surrounding roads
11. Scheme to be submitted to limit discharge of surface water from development
12. Scheme to be submitted to manage risk of flooding from overland flow of surface water.
13. Details of provision and management of the undeveloped buffer zone to be submitted (including details of planting and how to be protected during construction works)
14. Details to be submitted of how watercourse (Timperley Brook) to be protected during construction works.
15. Submission of Crime Impact Assessment to include details of measures to be implemented in order to reduce crime within the new development.
16. Parking Provision and retention

CM



LOCATION PLAN FOR APPLICATION No: - 79797/RM/2013

Scale 1:1250 for identification purposes only.

Chief Planning Officer

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

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