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TRAFFORD COUNCIL

AGENDA PAPERS FOR PLANNING DEVELOPMENT CONTROL COMMITTEE

Date: Thursday, 13 February 2014

Time: 6.30 pm

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

AGENDA	PART I	ITEM
1. ATTENDANCES		
To note attendances, including Officers and any apologies for absence.		
2. MINUTES		
To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 9 th January, 2014.		
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3. ADDITIONAL INFORMATION REPORT		
To consider a report of the Head of Planning, to be tabled at the meeting.		
4. APPLICATIONS FOR PERMISSION TO DEVELOP ETC.		
To consider the attached reports of the Head of Planning.		
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5. TRAFFORD LOCAL PLAN: LAND ALLOCATIONS - CONSULTATION DRAFT		
To note the attached report of the Head of Planning.		
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6. ALTRINCHAM TOWN CENTRE CONSERVATION AREA APPRAISALS: CONSULTATION DRAFT SUPPLEMENTARY PLANNING DOCUMENTS		
To note the attached report of the Head of Planning.		
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7. CORNBROOK HUB STRATEGIC REGENERATION FRAMEWORK

To consider the attached report of the Head of Planning. 7

**8. PROPOSED STOPPING UP OF HIGHWAY AT WOODSEND CIRCLE,
FLIXTON M41 8GY**

To consider the attached report of the Head of Highways, Transportation,
Greenspace and Sustainability. 8

9. URGENT BUSINESS (IF ANY)

Any other item or items which by reason of special circumstances (to be specified) the Chairman of the meeting is of the opinion should be considered at this meeting as a matter of urgency.

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, P. Myers, D. O'Sullivan, B. Sharp, B. Shaw, J. Smith, L. Walsh and M. Whetton

Further Information

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

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This agenda was issued on **Tuesday, 4 February 2014** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall, Talbot Road, Stretford M32 0TH.

Agenda Item 2

PLANNING DEVELOPMENT CONTROL COMMITTEE

9th JANUARY, 2014

PRESENT:

Councillor Mrs. Ward (In the Chair),
Councillors Bunting, Chilton, Fishwick, Malik, Myers, O'Sullivan, Sharp, Shaw, Smith,
Walsh and Whetton.

In attendance: Head of Planning (Mr. R. Haslam),
Development Control Manager (Mr. D. Pearson),
Senior Development Control Engineer – Traffic & Transportation (Ms. M. Zenner),
Interim Principal Solicitor (Ms. E. O'Connor),
Democratic Services Officer (Miss M. Cody).

Also present: Councillor Mrs. Dixon MBE.

APOLOGY

An apology for absence was received from Councillor Gratrix.

78. MINUTES

RESOLVED: That the Minutes of the meeting held on 12th December, 2013, be approved as a correct record and signed by the Chairman.

79. ADDITIONAL INFORMATION REPORT

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

RESOLVED: That the report be received and noted.

80. APPLICATIONS FOR PERMISSION TO DEVELOP ETC.

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

Application No., Name of
Applicant, Address or Site

Description

81787/FULL/2013 – Trafford Council – Footpath to the North of Baguley Brook and West of the Bridgewater Canal, Sale.

To upgrade the path between the southern end of Walton Road and the Bridgewater Canal by widening to 3.0 metres and providing a new sealed surface.

81803/HHA/2013 – Mr. Graham Atherton – 61 Mossgrove Road,

Erection of a single storey rear extension following the partial demolition of the existing

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Timperley.

kitchen to form additional accommodation.

81. APPLICATION FOR PLANNING PERMISSION 80836/FULL/2013 – MR. THOMAS THORNS – 41 MANCHESTER ROAD, ALTRINCHAM

The Head of Planning submitted a report concerning an application for planning permission for the demolition of existing detached garage and erection of two semi-detached dwellings, detached garage to rear and alterations to existing vehicular access.

RESOLVED –

- (A) That the application will propose a satisfactory form of development for the site upon the completion of an appropriate Legal Agreement and that such Legal Agreement be entered into to secure a financial contribution of £5,730.37 to be split proportionately as follows - £69.74 towards Highways and Active Travel Infrastructure; £138.10 towards Public Transport Schemes; £1,651.89 towards Spatial Green Infrastructure; Sports and Recreation; and £3,870.64 towards Education facilities; six trees to be planted on site in accordance with an approved landscape scheme as the Specific Green Infrastructure contribution and to include an overage clause to ensure that an appropriate commuted sum up to a maximum of £25,477.08 is provided should the developer's level of net profit be better than predicted in the viability appraisal and this to be split proportionately between Highways and Active Travel Infrastructure; Public Transport Schemes; Spatial Green Infrastructure; Sports and Recreation; and Education facilities.
- (B) In the circumstances where the S106 Agreement has not been completed within 3 months of the resolution to grant planning permission or the 8 week target date whichever timescale comes first, the final determination of the application shall be delegated to the Head of Planning.
- (C) That upon the satisfactory completion of the above Legal Agreement, planning permission be granted subject to the conditions now determined.

82. PROPOSED STOPPING UP OF FOOTPATH AT LUND STREET, OLD TRAFFORD

The Head of Highways, Transportation, Greenspace and Sustainability submitted a report advising Members of an application for an order to stop up a section of highway in Old Trafford under s257 of the Town and Country Planning Act 1990, in order to enable development to take place.

RESOLVED –

- (A) That the Director of Legal Services be authorised to make and advertise an Order under s257 of the Town and Country Planning Act 1990, as set out in the Schedule attached to the report.
- (B) That, if objections to the Order are received, the Director of Legal Services, in

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consultation with the Corporate Director of Environment, Transport and Operations, be authorised to decide on behalf of the Council whether the objections should be dealt with by written representation procedure or at a public local inquiry.

The meeting commenced at 6.30 p.m. and concluded at 7.02 p.m.

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PLANNING DEVELOPMENT CONTROL COMMITTEE – 13th FEBRUARY 2014

REPORT OF THE HEAD OF PLANNING

APPLICATIONS FOR PERMISSION TO DEVELOP, ETC.

PURPOSE

To consider applications for planning permission and related matters to be determined by the Committee.

RECOMMENDATIONS

As set out in the individual reports attached.

FINANCIAL IMPLICATIONS

None unless specified in an individual report.

STAFFING IMPLICATIONS

None unless specified in an individual report.

PROPERTY IMPLICATIONS

None unless specified in an individual report.

Further information from: Mr. Rob Haslam, Head of Planning

Proper Officer for the purposes of the L.G.A. 1972, s.100D (Background papers): Mr. Rob Haslam, Head of Planning

Background Papers:

In preparing the reports on this agenda the following documents have been used:

1. The Revised Trafford Unitary Development Plan (2006).
2. Supplementary Planning Guidance documents specifically referred to in the reports.
3. Government advice (Planning Policy Guidance Notes, Circulars, Regional Planning Guidance, etc.).
4. The application file (as per the number at the head of each report).
5. The forms, plans, committee reports and decisions as appropriate for the historic applications specifically referred to in the reports.
6. Any additional information specifically referred to in each report.

These Background Documents are available for inspection at Planning and Building Control, Waterside House, Sale Waterside, Sale, M33 7ZF.

TRAFFORD BOROUGH COUNCIL

PLANNING DEVELOPMENT CONTROL COMMITTEE - 13th February 2014

Report of the Head of Planning

INDEX OF APPLICATIONS FOR PERMISSION TO DEVELOPMENT etc. PLACED ON THE AGENDA FOR DECISION BY THE COMMITTEE

Applications for Planning Permission				
Application	Site Address/Location of Development	Ward	Page	Recommendation
H/69449	Petrol Station and adjacent land, 499 Chester Road, Old Trafford, M16 9HF	Clifford	1	Minded to Grant
81212	Land at Deansgate Lane and Canal Road, Timperley	Broadheath	16	Minded to Grant
81878	Acre Hall Primary School, Irlam Road, Flixton, M41 6NA	Davyhulme West	21	Grant
81879	Gorse Hill Youth Centre, Cavendish Road, Stretford, M32 0PR	Gorse Hill	28	Grant
81926	Woodsend Circle, Urmston, M41 8GY	Davyhulme West	33	Minded to Grant
82033	101 Moss Lane, Sale, M33 5BU	St. Mary's	47	Grant

ERECTION OF 1 X SEVEN STOREY BUILDING AND 1 X PART FIVE, PART SIX STOREY BUILDING FOR MIXED USE DEVELOPMENT COMPRISING 95 APARTMENTS, 806 SQUARE METRES OF COMMERCIAL OFFICE SPACE (USE CLASS B1) AND 130 SQUARE METRES OF RETAIL SPACE (USE CLASS A1) TOGETHER WITH 143 CAR PARKING SPACES.

Petrol Station and adjacent land, 499 Chester Road, Old Trafford, Manchester, Trafford M16 9HF

APPLICANT: Kempton Homes

AGENT: Emery Planning Partnership

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

The application was originally considered at the Planning Development Control Committee of 17th September 2008. The Committee resolved that it was minded to grant planning permission subject to a Section 106 Agreement to secure financial contributions towards affordable housing, public open space, off-site tree planting and transport infrastructure and subject to conditions. Following this, the applicant submitted a financial viability appraisal and the application was considered again at the 10th December 2009 Committee when the Committee resolved that it was minded to grant planning permission subject to a Section 106 Agreement in respect of reduced contributions and subject to conditions. However, this Section 106 Agreement has never been completed and therefore planning permission has not been granted. As the applicant still wishes the application to be determined, the purpose of this report is to consider the application proposals against current local and national planning policies and against the requirements of the Council's adopted SPD1: Planning Obligations. The application has been brought back to Committee again due to the scale of the development, the fact that there have been significant policy changes and changes to affordable housing requirements and because further objections have been received following the re-notification of neighbours.

SITE

The application site is located between Chester Road and Stretford Road with a frontage onto both streets and lies approximately 200m to the east of the junction at which the two roads converge. To the east, the site fronts onto Nuttall Street, which runs between these two more major roads.

The northern part of the site is occupied by a petrol filling station with four pumps, a shop and a cash machine. The southern part of the site is currently occupied by a hand car wash business, with a canopy and portacabins.

To the north-east, the site lies adjacent to the Empress Conservation Area with large two / three storey red brick Victorian properties fronting onto Chester Road. To the north, on the opposite side of Chester Road, is a row of single-storey industrial units. To the west, the site borders onto an existing seven storey multi-storey car park and, beyond this, lies the sixteen storey West Point office block, which is constructed in red / brown brickwork with blue tinted glass. To the south, on the opposite side of Stretford Road, there are three storey residential flats, constructed in red brickwork and cream render with a grass verge and some trees to the front. To the east, on the opposite side of Nuttall Street, lie commercial premises including an MOT garage and a retail warehouse. Beyond this, further to the east and fronting onto Stretford Road, there are new apartment blocks. These buildings are of up to seven storeys in height and are constructed in grey cladding with white / cream render, red rainscreen cladding and red brickwork.

PROPOSAL

The application proposes the erection of two buildings (Block A, which would be seven storeys or 20.6m in height and fronting onto Stretford Road, and Block B, which would be between four and six storeys in height and between 11.5m and 14m in height and fronting onto Chester Road). The buildings would house a mixed use development comprising a total of 95 residential apartments, 806 square metres of commercial office space and 130 square metres of retail space together with 137 car parking spaces.

The building fronting Stretford Road (Block A) would include one retail unit of 130 square metres together with 388.5 square metres of office space on the ground floor. Above this, this building would house 66 flats on six levels. The building fronting Chester Road (Block B) would comprise 439.34 square metres of office space on the ground floor with 29 flats above. The overall breakdown of accommodation across both blocks would comprise of 24 no. one bedroom flats and 71 no. two bedroom flats.

The 137 parking spaces would be formed within two levels of basement parking underneath the two buildings. The ramp to the basement car park would be accessed from a new vehicular access from Nuttall Street in the centre of that frontage. The residential accommodation would have pedestrian entrances from Nuttall Street, which would be separate from the entrances to the commercial space, and would be served by stairs and lifts within two central atriums. The two atriums would also each contain a small courtyard area at ground floor level.

Block A, on the Stretford Road frontage, would be constructed in white render, laminated timber cladding, powder coated aluminium cladding and glazed with aluminium anthracite frames and glass balustrading. Block B, on the Chester Road frontage, would be constructed in red brickwork and anthracite aluminium curtain glazing and frames with render, timber cladding and terracotta cladding on the Nuttall Street elevation. On both buildings, the upper residential floors would project out further than the glazed ground floor housing the commercial space.

Amended plans have been submitted during the course of the application showing a revised basement car parking layout and revisions to the design of the elevations to Chester Road and Nuttall Street.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes

L2 – Meeting Housing Needs

L3 – Regeneration and Reducing Inequalities

L7 – Design

L8 – Planning Obligations

W1 – Economy

W2 – Town Centres and Retail

PROPOSALS MAP NOTATION

Old Trafford Priority Regeneration Area

Old Trafford Gateway Development Framework

Adjacent to Empress Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H10 – Priority Regeneration Area: Old Trafford

ENV21 – Conservation Areas

S11 – Development outside Established Centres

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

This Site

H/69578 - Change of use to hand car wash and vehicle valeting for temporary period of four years (retrospective). Retention of canopy and site cabin – Approved

Nearby Sites

H/67946 – Redevelopment for mixed use purposes comprising 195 residential units, 2000 sq. m. of commercial floorspace, 1100 sq.m. of leisure floorspace and associated car parking Land at Northumberland Road, East Union Street and Blackley Street – Approved

H/64695 – Partial demolition of Trafford Press buildings, partial conversion and erection of three new buildings to provide 116 residential units, 579 sq.m. of commercial floorspace and 117 car parking spaces – Approved 13th March 2008

H/62816 – Demolition of existing buildings and erection of mixed use scheme incorporating 151 apartments and 547 sq.m. of commercial floorspace, car parking and landscaping – Land at Northumberland Road, Stretford Road, Manchester Street and Chorlton Street - Approved 14th May 2007

CONSULTATIONS

Strategic Planning & Development: Comments incorporated into the Observation Section of the Report

LHA: The application includes 137 car parking spaces, 95 of which are allocated to the residential element of the development. In addition the provision of 12 motorcycle storage bays and 40 cycle storage bays are proposed.

The proposed residential units are all one and two bedroom apartments and therefore, to meet the Councils parking standards the provision of 134 car parking spaces should be made overall.

There are no objections to the development, subject to the alterations to the basement parking areas shown on the amended plans.

The development overhangs the public highway which requires an oversailing license.

It is noted that existing accesses will need to be removed and a new access installed therefore there will be a need to gain further approval from Trafford Councils Streetworks Section for the construction, removal or amendment of a pavement crossing under the provision of section 184 of the Highways Act 1980.

In addition the number of residential units proposed warrants the provision of a travel plan based on the Department for Transport's Guidance on Transport Assessment.

Built Environment: No objections

Renewal and Environmental Protection: No comments received to date

Environment Agency: No objections, subject to conditions. All surface water drainage to be passed through an oil interceptor. Details of the storage, use and disposal of any substance, which is polluting to the wider environment or is persistent, to be approved.

Housing Strategy: The redevelopment of the existing site offers the potential for economic development through the creation of office and retail space. There are a considerable number of apartment developments in Manchester that remain under-occupied and there has to be some concern about the ability of this site to meet local housing needs. Unfortunately, although the Planning Statement makes reference to affordable homes, it does not provide any details of how mixed tenure affordable homes would be delivered and how local housing needs would be met.

A further comment has been received from Housing Strategy (in response to information provided by the applicant's consultants) stating that it is agreed that it would be difficult to provide genuinely affordable housing within this particular development and that, if the provision cannot be made on another site, then a commuted sum payment would need to be considered.

GM Police: No objections but the development should be built to Secured by Design standards. All main entrances to the building should be controlled by a video entry phone system, linked to each individual office unit, so that, in the absence of the receptionist / concierge, staff / residents can vet callers to the building before allowing them access. There should also be access controls to the entrances taken off the parking area, so that, if a criminal does access this area, further access into the building is prevented. A suitable intruder alarm system should be installed. A suitable lighting scheme should be provided for the entrances and internal courtyard area.

GMPTE: It is assumed that the Council will be collecting developer contributions towards public transport in accordance with SPD1. This funding could be used to encourage future occupants to use public transport. GMPTE has agreed to produce tailor-made Travel Packs and these will be on sale to developers.

REPRESENTATIONS

At the time that the application was originally considered, one letter of objection was received, making the following comments: -

- Another similar development is already underway in the immediate area. The area cannot handle a further development without having a serious impact on local businesses and the environment.
- Given the downturn in the property market, it is surprising to see more apartments being proposed. The current development hasn't been finished as the funding has been pulled.
- There are sufficient apartments in the area and no more are required.
- Work has been on-going on the other development since the date of the application in 2003. The noise and coming and going of construction vehicles and delivery trucks is constant.

Neighbours have been recently re-notified. One letter of objections has been received, raising the following concerns: -

- Loss of sunlight
- Loss of privacy
- Traffic Impacts
- TV Reception

One petition of 21 names has also been received, objecting to the development and raising the following concerns: -

- Overlooking and loss of privacy
- Loss of natural light
- Inadequate parking provision – surrounding streets are already congested

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. This application has been considered at Planning and Development Control Committee on two previous occasions (17th September 2008 and 10th December 2009). In December 2009 it was resolved that planning permission should be granted, subject to a legal agreement and subject to conditions. However as the legal agreement has never been completed, planning permission has never been granted. This application is now under consideration in order to assess whether there any material changes in circumstances since this date that should be taken into account in the assessment of the application.
2. The application site lies within the Old Trafford Priority Regeneration Area as defined by the Unitary Development Plan Proposals map. The Trafford Local Plan: Core Strategy was adopted on 25th January 2012 and therefore the application should now be considered in light of the policies contained within the Adopted Core Strategy.
3. Policy L1 of the Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. Regular monitoring has revealed that despite maintaining a five year housing land supply in accordance with government guidance, the actual rate of building is failing to meet the housing land target as expressed in Table L1 of the Core Strategy. Therefore, there exists a significant need to not only meet the level of housing land supply

identified within Policy L1 of the Core Strategy, but also to make up for a recent shortfall in housing completions. It is considered that this proposal will make a positive contribution to the Council's housing land supply and in addition the proposal will contribute to meeting targets for the development of brownfield land (Policy L1.7).

4. Policy L2.6 of the Core Strategy seeks to ensure that proposals contribute to meeting the housing needs of the Borough. The current scheme will comprise of 24 no. 1 bedroom flats and 71 no. two bedroom flats. It is considered that the proposal will make a positive contribution to meeting housing needs in this highly sustainable Inner Area location.
5. In terms of affordable housing, it is noted that a reduced contribution towards affordable housing was previously accepted on viability grounds. As the Core Strategy was adopted in January 2012 it is now necessary to assess the application against Core Strategy Policy L2. The application site is located in Old Trafford and therefore is classed as a "Cold" market location therefore under normal market conditions a 5% contribution towards affordable housing should be sought.
6. However Policy L2 (Paragraph 11.17) recognises that under poor market conditions a 5% contribution could inhibit development in 'cold' market locations and therefore applications for development in such locations will not trigger a requirement to make a contribution towards affordable housing. Recent viability work suggests that currently Trafford is still in a 'poor' market and therefore in accordance with Policy L2 there should be no affordable housing requirement. However, as market conditions may improve in the future to a 'normal' market, it is considered that any legal agreement should be subject to an overage clause.
7. In accordance with Policy L3 the application site lies within the Old Trafford Regeneration Area. Within Regeneration Areas the Council will support appropriate developments which will reduce inequalities and secure regeneration benefits, create truly sustainable communities; and make a positive contribution(s) to achieving the Plan's Strategic Objectives and relevant Place Objectives. It is considered that the proposal is consistent with the Regeneration framework of the Core Strategy and specifically will make a contribution to the following Strategic Objectives:

SO1 – Meeting Housing Needs

SO2 – Regenerate

SO3 – Meet employment need

SO6 – Reduce the need to travel

8. More specifically the proposal will contribute towards the following Place Objectives:

OTO1 – To improve the quality, mix and type of residential offer

OTO2 – To maximize the re-use and redevelopment of unused, under used or derelict land

9. Policy W1.3 outlines the places which the Council will seek to focus employment uses. The application site does not fall within one of these areas and therefore Policy W1.11 will apply which states that outside of these places the Council will only permit employment uses provided that it is in accordance with other policies in the development plan and that it will contribute significantly to the Plan's overall

objectives, including the economic growth of the City Region and it will contribute significantly to the achievement of the regeneration priorities set out in Policy L3. As the site is located within the Old Trafford Regeneration Area and the proposal is for 6 small business units as per the previous application it is considered that the proposal is acceptable in this regard.

10. The application site is not located within any of the town, district, local or neighbourhood shopping centres. Policy W2.12 states that outside of these centres there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests outlined in current Government Guidance. The retail unit proposed as part of the development is of a modest scale and is the same size as the retail unit as part of the existing petrol station. It is therefore considered that the retail element of the proposal would not have an adverse effect on the vitality or the viability on any nearby shopping centre.

DESIGN AND VISUAL AMENITY AND IMPACT ON SETTING OF CONSERVATION AREA

11. At the time of the previous consideration of the application by the Committee, it was considered that the proposed development would be acceptable in design terms and in terms of impact on the setting of the Conservation Area. Since that time, the National Planning Policy Framework has been introduced and the policies of the Revised Trafford Unitary Development Plan have been partially replaced by the Trafford Core Strategy. Nevertheless, it is considered that there are no changes to design and conservation policy that are so significant as to justify a different conclusion on these issues.
12. The application site is located immediately adjacent to but outside the Empress Conservation Area. Notwithstanding this, the site is currently occupied by commercial uses comprising a petrol station and hand car wash. There are also industrial units on the opposite side of Chester Road and a multi-storey car park and sixteen storey office block to the west.
13. It is considered that Block A, on the Stretford Road frontage, would not have a direct impact on the setting of the Conservation Area and that the massing of the seven storey building would not appear out of context on this road frontage, particularly given the "Pulse" development, approximately 100m to the east, which is of a similar height. It is also considered that the elevational treatment, including the incorporation of balconies and the use of a variety of materials including white render, timber cladding and anthracite aluminium curtain glazing would be appropriate in this location. The massing has been reduced by recessing the top floor of accommodation.
14. Block B, which fronts onto Chester Road, would have a more direct impact on the Conservation Area. The building would be four storeys in height and has been designed so that it does not project forward of the building line of the adjacent terraced properties to the east, within the Conservation Area. This also allows for the creation of a landscaped area on the Chester Road frontage. Block B increases in height from four to six storeys along its Nuttall Street elevation in order to respond to the height of the seven storey Block A, which fronts onto Stretford Road. The originally submitted plans showed the building to be faced in brickwork with small elements of timber cladding and white render. At the time that the application was originally considered at Committee, amended plans were received showing the omission of the timber cladding and render from the Chester Road elevation with this elevation being faced in red brickwork and a small amount of anthracite cladding

between the windows. The applicant states that the height of Block B on Chester Road responds to the height of the adjacent Victorian terraces, although it rises slightly above these.

15. Section 72 of the Listed Building and Conservation Areas Act requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a conservation area. Paragraph 132 of the NPPF states that "*When considering the impact of a proposed development on the significance of a heritage asset, great weight should be given to the asset's conservation*" and that significance can be harmed through development within the setting of the heritage asset.
16. The application site forms an important gateway into the Conservation Area. In particular the development of the site will influence the setting of the properties on the south side of Chester Road. Presently the character of the Conservation Area in this location is defined by the rhythm of two substantial terraces of nineteenth century, two storey properties with some additional attic accommodation. The properties are constructed from brick with stone dressings and Welsh slate roof slates. A continuous building line is formed by the terraces set back from Chester Road and is an important feature of the streetscene.
17. Block B has been aligned to follow the building line of the adjacent terrace and this will allow for the provision of an area of landscaping in front of the building following the existing character of the streetscene. Whilst the height of the building is not significantly greater than that of the adjacent terraced properties, it is recognized that the development will block views of the gable end of 497 Chester Road which are currently visible when approaching from the west. It is also recognized that, given the flat roof design, the massing of the proposed building would be significantly greater than the pitched roof terrace properties. On the other hand, it is also important to recognize that the application site forms a transition between the Conservation Area and the much higher West Point car park and office building to the west.
18. At the time that the application was originally considered at Committee, amended plans were submitted showing the parapet feature on this elevation amended so that it drops in height from the end of the frontage closest to these taller buildings to the end closest to the Conservation Area. The revised plans also show the design of the Chester Road and Nuttall Street elevations amended to provide more vertical emphasis to the ground floor section of the building in order to tie it in more closely with the upper storeys and the character of the adjacent terraces. The originally proposed white render detailing between the windows was replaced by powder coated anthracite aluminium cladding, which would tie in with the proposed materials of the window frames. In addition, the applicant provided sections through the Chester Road elevation of the building to demonstrate that there is adequate articulation to this frontage to create depth and interest to the elevations.
19. It is considered that, subject to these amendments and details, the proposed development would be acceptable in design terms. It is also considered that any harm to the setting of the Conservation Area, as a result of the massing of the development and the blocking of some views of the adjacent terraces, would be limited. Paragraph 134 of the NPPF states that "*Where a development proposal would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.*" In this case, it is considered that the benefits of the development in terms of additional housing provision in a sustainable location within a Priority Regeneration Area would outweigh any limited harm to the setting of the Conservation Area.

20. It is therefore considered that the development is acceptable in terms of design and impact on the conservation area, having regard to Policies L7 and R1 of the Trafford Core Strategy and the guidance in the NPPF.

RESIDENTIAL AMENITY

21. At the time of the previous consideration of the application by the Committee, it was considered that the proposed development would be acceptable in terms of residential amenity. Since that time, the National Planning Policy Framework has been introduced and the policies of the Revised Trafford Unitary Development Plan have been partially replaced by the Trafford Core Strategy. Nevertheless, there have been no changes to the Council's Planning Guidelines, New Residential Development, since the application was originally submitted and it is not considered that there are any changes to local or national policies that are so significant as to justify a different conclusion on these issues.
22. There are existing three storey flats at Northumberland Crescent on the opposite side of Stretford Road, which have main habitable room windows facing towards the site of the proposed seven storey block. These flats are approximately 31m away from the proposed windows and balconies on the Stretford Road elevation and therefore this relationship would clearly meet the standard in the Council's Supplementary Planning Guidance, "New Residential Development". It is possible that there may be some perception of overlooking from the higher storeys of the development and, in particular, from the proposed balconies on this elevation. However, given that there is a main road in between and a grass verge with some tree planting in front of the existing flats, it is considered that this would not cause a significant loss of residential amenity.
23. At the time of the original consultation on the application, no objections were received from the occupiers of these units. However, following the latest consultation, one letter of objection and a petition of 21 names have been received from the occupiers of these units objecting to the development.
24. In terms of the relationship to non-residential properties, the existing solicitors' office on the corner of Chester Road and Nuttall Street has three storeys of windows facing the application site at a distance of between 12m and 14m. However, given that this is only a daytime use and that this is not the main elevation of the office building, it is considered that this relationship would be acceptable. On the western boundary of the development, there are no main habitable room windows facing the adjacent multi-storey car park and it is therefore considered that there would be no loss of privacy to future occupiers of the development as a result of this relationship.
25. The proposed development includes only a limited amount of private amenity space in the form of approximately 190 square metres in the courtyard gardens, although forty of the proposed flats would also have their own balconies. The Supplementary Planning Guidance, New Residential Development, recommends a level of 18 square metres per flat. However, this level of provision is similar to that provided in other nearby schemes in the immediate area and is considered to be acceptable in this context.
26. At the time of the previous consideration of the application by the Committee, it was therefore considered that the proposed development would be acceptable in terms of residential amenity. It is considered that there are no changes to local or national policies that are so significant as to justify a different conclusion on these issues. It is

therefore considered that the proposed development is acceptable in terms of Policy L7 of the Trafford Core Strategy.

TRAFFIC AND CAR PARKING

27. At the time of the previous consideration of the application by the Committee, it was considered that the proposed development would be acceptable in terms of highway safety, traffic generation and parking provision. Since that time, the National Planning Policy Framework has been introduced and the policies of the Revised Trafford Unitary Development Plan have been partially replaced by the Trafford Core Strategy. Nevertheless, it is not considered that there are any changes to local or national policies that are so significant as to justify a different conclusion on these issues.
28. The location is accessible by public transport with bus stops outside the site on Chester Road and Stretford Road. As the proposed residential units are all one and two bedroom apartments, the provision of 134 car parking spaces would be needed to meet the Council's parking standards. The proposals, as originally submitted, indicated the provision of 143 car parking spaces which exceeds the Council's standards. However, the LHA raised serious concerns about the car park layout in terms of servicing areas, width of access ramps, aisle widths, dimensions of parking spaces etc. The applicant has now submitted amended plans showing 137 car parking spaces formed within the two levels of the basement with an amended layout and this arrangement is considered acceptable by the LHA. In addition the provision of 12 motorcycle storage bays and 40 cycle storage bays are proposed.
29. At the time of the previous consideration of the application by the Committee, it was therefore considered that the proposed development would be acceptable in terms of highway safety, traffic generation and parking provision, subject to conditions including the provision of a Travel Plan. It is not considered that there are any changes to local or national policies that are so significant as to justify a different conclusion on these issues. It is therefore considered that the proposed development is acceptable in terms of Policy L4 and L7 of the Trafford Core Strategy.

DEVELOPER CONTRIBUTIONS

The Trafford Developer Contributions (TDC) required by SPD1 Planning Obligations are set out in the table below:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	0		0
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£8217.00	£1,193.00	£7024.00

Public transport schemes (including bus, tram and rail, schemes)	£22,705.00	£1,098.00	£21,607.00
Specific Green Infrastructure (including tree planting)	£38,750.00	£930.00	£37,820.00
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£202,554.31	0	£202,554.31
Education facilities.	£203,637.79	0	£203,637.79
Total contribution required.			£472,643.11

CONCLUSION

The development of this underused site, located in a highly sustainable, public transport accessible location within one of the Council's priority regeneration areas would be consistent with and beneficial to the development and regeneration policy aspirations of the Council.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

(A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £472,643.11 comprising:

- £7024.00 towards Highway and Active Travel infrastructure;
- £21,607.00 towards Public Transport Schemes;
- £37,820.00 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme);
- £202,554.31 towards Spatial Green Infrastructure, Sports and Recreation; and £203,637.79 towards Education Facilities; and
- subject to an overage clause to ensure that, should the market have returned to "normal" conditions (for the purposes of policy L2 of the Trafford Core Strategy) at the time of the implementation of the development, the developer will provide an appropriate level of affordable housing (5% of the proposed units) / pay an equivalent commuted sum in accordance with the Council's adopted SPD, Planning Obligations.

(B) In the circumstances where the S106 Agreement has not been completed within three months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning; and

(C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -

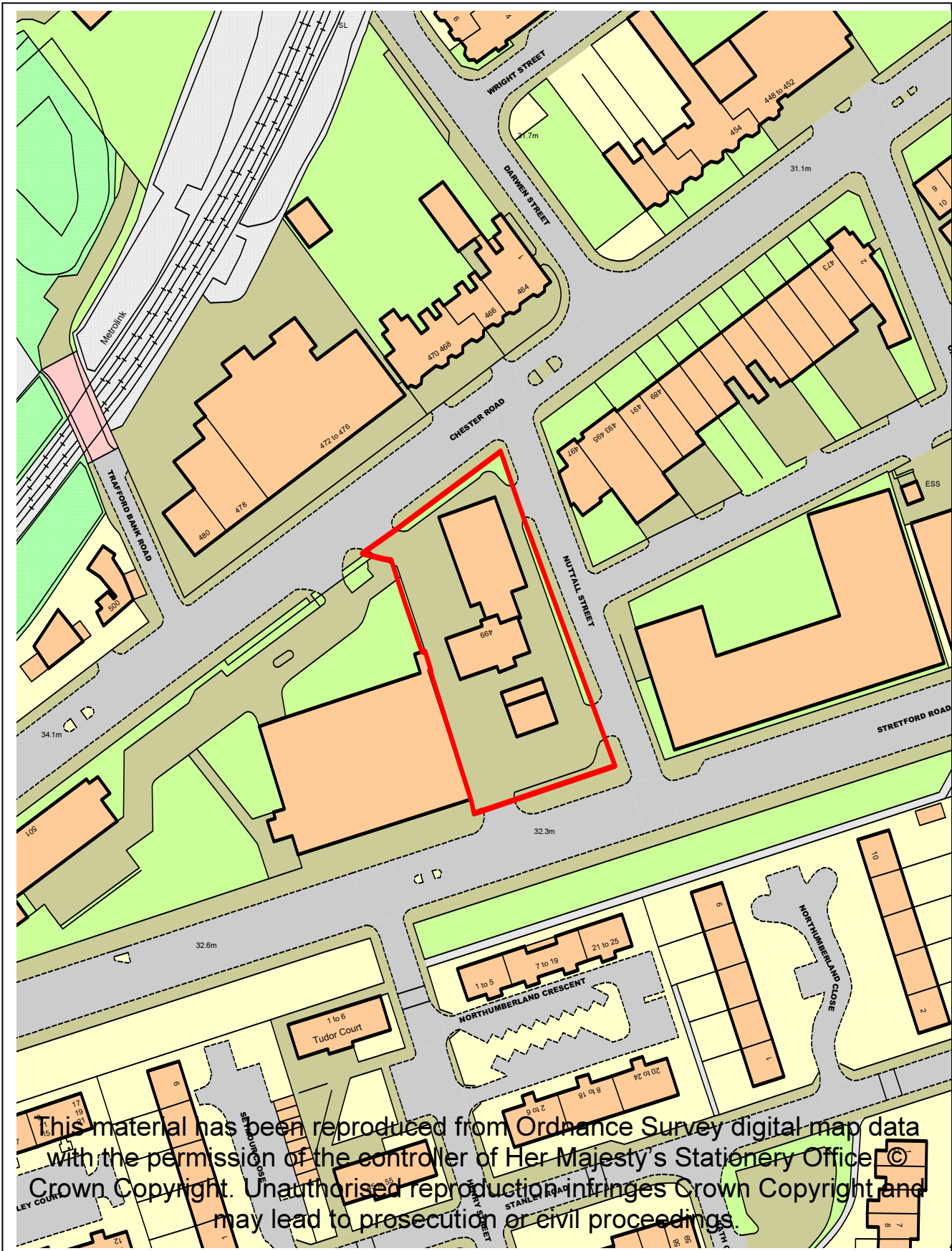
1. Standard Condition
2. Notwithstanding the originally submitted details and samples of materials, details and samples of all materials to be used in the construction of the external surfaces of the buildings hereby permitted (including all materials for walls, roofs, windows and doors) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The development shall be implemented in accordance with the approved details.
3. Landscaping (including details of surfacing of access, parking and turning areas) and Boundary Treatment
4. List of approved plans (including amended plans). Development to be implemented in accordance with Amended Plans and additional information including sections through Chester Road elevation
5. Provision of parking, turning and servicing areas
6. Retention of parking, turning and servicing areas
7. Hours of use of shop to 10.30
8. Travel Plan
9. Provision of cycle parking
10. Site investigation for contaminated land
11. No development shall commence until a schedule of noisy construction works has been submitted to and approved in writing by the Local Planning Authority. Works included on this schedule shall only be carried out between the hours of 0800 – 1800 on Monday to Friday and 0800 to 1330 on Saturdays and not at all on Sundays or Bank Holidays.
12. a) Prior to the commencement of development, a report shall be submitted to and approved in writing by the Local Planning Authority identifying the following: -
 - The potential impact area in which television reception is likely to be affected;
 - At what stage in the construction process such impacts might occur;
 - The measures necessary to maintain at least the previous pre-existing level and quality of signal reception to all affected properties;
 - The timescale for implementation of such measures;
 b) The required mitigation measures identified in the assessment (a) above shall be implemented at the appropriate stages of construction as specified in the approved report.

c) In the event that the Local Planning Authority receives further complaints in respect of problems with television reception arising from the development and considers it appropriate to request a further assessment, the applicant shall undertake a further study to identify the cause of the disturbance and submit details of this to the Local Planning Authority within one month of any such request made in writing by the Local Planning Authority. The study shall identify those measures necessary to maintain at least the pre-existing level and quality of signal reception and a timetable for implementation of such measures. The approved measures shall be implemented in accordance with the approved timetable.
13. Details of security measures including video entry phone system to all entrances (including from car parks), lighting to all entrances and communal areas, intruder alarm system etc.
14. Existing and proposed ground levels and proposed finished floor levels
15. All surface water drainage to be passed through oil interceptors

16. Surface water drainage / sustainable drainage scheme

17. Wheel wash

SD



LOCATION PLAN FOR APPLICATION No: - H/69449

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

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ERECTION OF 32 NO. TWO AND THREE STOREY DWELLINGS WITH ASSOCIATED LANDSCAPING, ACCESS AND CAR PARKING PROVISION FOLLOWING DEMOLITION OF EXISTING INDUSTRIAL BUILDINGS.

Land at Deansgate Lane and Canal Road, Timperley

APPLICANT: Prospect (GB) Limited

AGENT: HOW Planning LLP

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

This application was previously considered at the Planning Development Control Committee on 14 November 2013. The Committee was minded to grant planning permission subject to a legal agreement.

OBSERVATIONS

This report seeks to amend the previous recommendation and resolution to more clearly reflect paragraph 26 and the AIR of the previous report dealing with what was proposed in respect of:-

- (1) The transfer of a piece of land to the Council for highway purposes in lieu of £70000 of the SPD 1 contribution and
- (2) The provision of 4 affordable housing units (as reported in the Additional Information Report).

The matters were previously covered in paragraph 26 of the previous Additional Information Report which states:-

26. The applicant has submitted a Viability Appraisal which has been carefully assessed by officers including the Council's Principal Surveyor. This appraisal demonstrates that the financial contributions required under SPD1 would render the scheme financially unviable. The scheme would still be viable with a contribution of £150,000 with 4 no. affordable housing units as offered by the applicants with the suggestion that £70,000 of this could be used for the purchase of a strip of land to the front of the site on Canal Road for highways improvements. This piece of land would enable the Council to improve the Canal Road highway at some future date. Such a scheme is a long-term aspiration of the LHA and is likely to offer improved access and highway safety at some point in the future for future residents of this site and other sites that come forward along Deansgate Lane and Canal Road.

The Additional Information Report included the following paragraph:-

“The LHA has undertaken work in the past to improve Canal Road with short term and long term improvements. The redevelopment of this site has provided an opportunity to make some of the long term improvements to Canal Road possible. The proposals include a footway around the extents of the site and the design allows for a possible future road widening scheme to be implemented. The applicants will be providing the footpath and then making good and grassing over the remaining highways land to be transferred to Trafford in a safe and adequate form. The Council will then be responsible for bringing forward the remaining road works as part of the long term improvement plans as and when appropriate. The Viability Report submitted in connection with the application has taken into account the value of this land which is to be deducted from the S106 contribution requirement.

A Section 278 agreement should be put in place to arrange for the delivery of the footway installation and agreed with Trafford Councils Highways Department.”

Part A of the resolution from the previous report was as follows:-

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £150,000 split between: £70,000 towards Highway and Active Travel infrastructure and Public Transport Schemes; £2,320 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme); £22,880 towards Spatial Green Infrastructure, Sports and Recreation; and £54,800 towards Education Facilities. This legal agreement will incorporate an overage clause to secure an “appropriate level” of contributions in the event that the developer realises a profit in excess of that predicted in the current viability appraisal up to a maximum of £369,047.93 plus 13 affordable housing units (or sum in lieu thereof).

Upon consideration of the precise wording of this resolution following the Committee meeting, Legal advice indicated that the wording did not allow for the direct transfer of the land in question to the Council, which is the preferred option of both the developer and the LHA.

The wording now recommended below reflects the information provided in paragraph 26 of the previous Additional Information Report and allows either:- the transfer of the land in question or, solely a financial contribution. The full list of conditions is included again for completeness.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

(A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to:-

- (i) include the provision of 4 no. affordable housing units on site; and
- (ii) secure a maximum contribution to the value of £150,000 split between:

the transfer of land at the junction of Deansgate Lane and Canal Road to the Council for highway improvement purposes

or, failing this, to secure £70,000 towards Highway and Active Travel infrastructure and Public Transport Schemes, **and**

a financial contribution of £80,000 comprising:-

£2,320 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme);

£22,880 towards Spatial Green Infrastructure, Sports and Recreation; and

£54,800 towards Education Facilities.

This legal agreement will incorporate an overage clause to secure an

“appropriate level” of contributions (in accordance with SPD1 taking account of viability issues) in the event that the developer realises a profit in excess of that predicted in the current viability appraisal up to a maximum financial contribution of £369,047.93 plus a maximum provision of 13 affordable housing units (or financial sum in lieu thereof);

(B) In the circumstances where the s106 Agreement has not been completed within 3 months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning Services;

(C) That upon satisfactory completion of the above legal agreement, planning permission be **GRANTED** subject to the following conditions: -

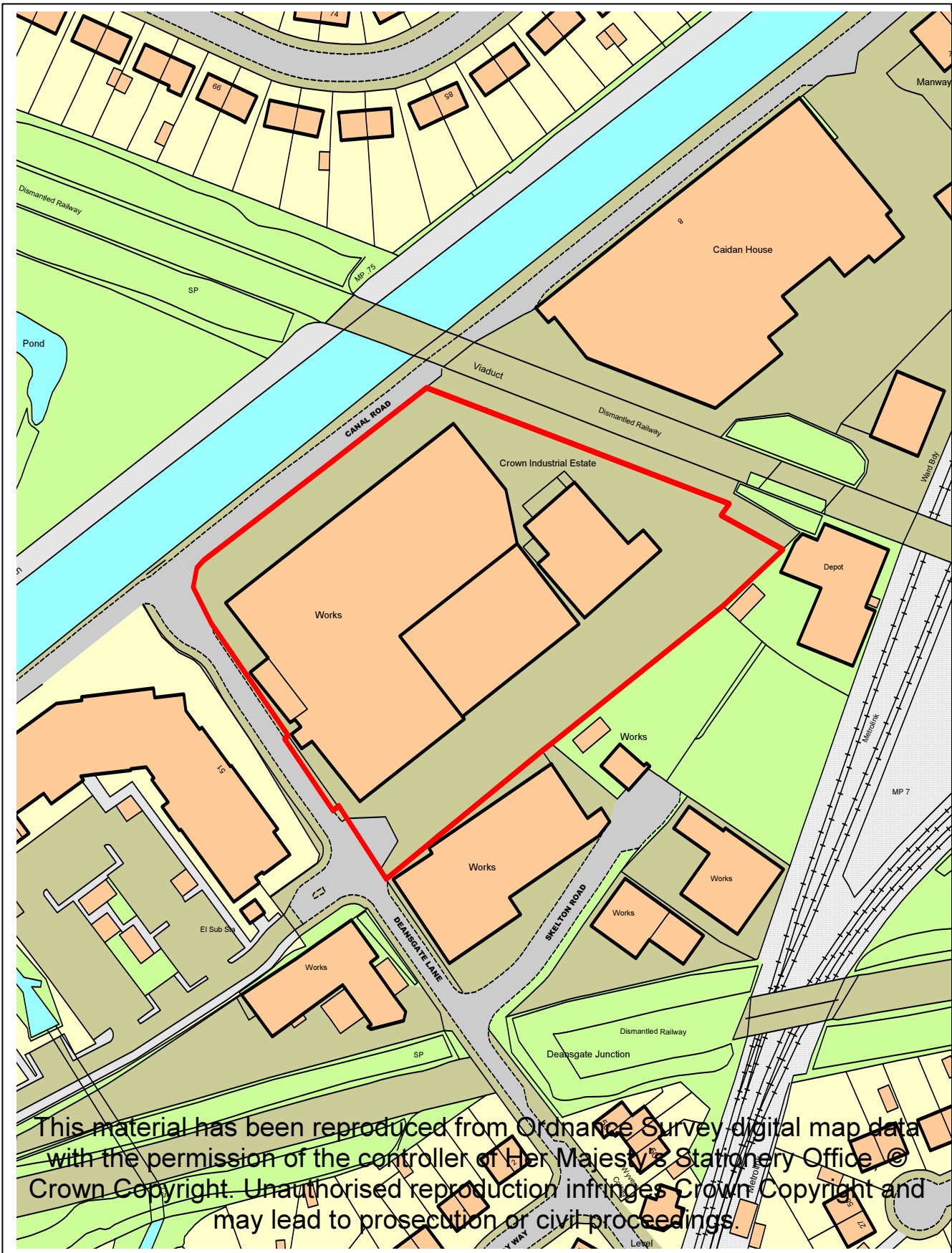
1. Standard Time Limit
2. List of Approved Plans
3. Materials to be submitted
4. Landscaping
5. Landscaping Maintenance
6. Obscure glazing
7. Removal of PD – extensions, new windows, dormer windows
8. All areas for the manoeuvring and parking of vehicles shall be made available for such and retained at all times
9. Contaminated land Phase 2 report
10. No development shall take place until a scheme of sound insulation, acoustic glazing and mechanical ventilation has been submitted to and approved in writing by the Local Planning Authority;
The scheme shall follow the recommendations included within the AEC Noise Assessment, AEC REPORT: P2756/R1A/PJK;

The scheme shall provide detailed calculations which demonstrate that the noise criteria, contained within AEC REPORT: P2756/R1A/PJK are to be obtained at each property of the development;

A completion report shall be provided which confirms the noise mitigation measures which have been installed and at which properties;

11. Wheel washing;
12. Permeable paving;

GE



LOCATION PLAN FOR APPLICATION No: - 81212/FULL/2013

Scale 1:1250 for identification purposes only.

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M33 7ZF

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DEMOLITION OF EXISTING SCHOOL BUILDINGS WITH THE EXCEPTION OF KITCHEN AND DINING HALL, AND CONSTRUCTION OF NEW 315 PLACE SCHOOL WITH NURSERY AND ADDITIONAL TEACHING SUPPORT FACILITIES. IMPROVEMENT OF EXISTING ROAD JUNCTIONS ONTO IRLAM ROAD AND WOODSEND CRESCENT ROAD AND ADAPTATION OF EXISTING EXTERNAL AREAS TO FORM NEW CAR PARK AND MINIBUS DROP OFF.

Acre Hall Primary School, Irlam Road, Flixton, M41 6NA

APPLICANT: Acre Hall Primary

AGENT: Bowker Sadler Partnership

RECOMMENDATION: GRANT

SITE

The application site is a 30,750 sq. metre site bounded by Irlam Road and Woodsend Crescent. It lies to the north of Irlam Road. To the west are residential properties in Woodsend Crescent; to the east are residential properties in Bishop Road, to the north lies Woodsend Park and to the South Wellacre Academy and Delamere special school. Sharing the main vehicular access to the site, from Irlam Road is the Sure Start Nursery. A further vehicular access serving a staff car park is from Woodsend Crescent. Pupils generally access the school by two footpaths off Woodsend Crescent Road. There is a third pedestrian access point behind the Sure Start nursery. The school site is generally level with trees to the West and South Boundaries. Two football pitches are located to the north east side of the site. A large grassed area to the south west corner provides soft play and two tarmac playgrounds are located to the North side.

PROPOSAL

The application seeks approval for a new 315 place school and nursery with additional teaching support facilities. It is the first phase of a long term vision for the site. Pupil numbers are predicted to rise over the next five years and the school is expecting to increase pupil numbers from a single form admission to a 1.5 form admission. Acre Hall was built approximately 60 years ago and suffers from leaking roofs, condensation, summer overheating and cold buildings in winter, with heating being a constant drain on the school resources. The buildings sprawl across the site, making cohesive management and supervision difficult. There was a major recent upgrade to the school kitchen which provides a good facility. In view of the poor state of the school the Dunham Trust; the sponsor of Acre Hall Primary in their transition to academy status, have instructed that this application be made. It is intended to enhance the schools chance of success in seeking funding from the Education Funding Agency.

The proposal is to demolish the majority of the existing school, retaining only the existing hall, kitchen and servery and a linking corridor. The layout of the proposed school allows for future expansion to a 2 Form Entry School which would require a further 3 classrooms or converting some or all of the SEN spaces to standard classrooms. It anticipates the construction of a Free School on the eastern side of the site.

The replacement school will be a two storey, flat roofed structure and erected to the east of the buildings which are being retained. It is proposed that the walls will be of blue engineering brick with dark grey mortar and there will be off white render to the recessed entrances. Insulated render will be applied to the existing retained buildings and pale ochre render to the entrance feature wall. The windows will be powder coated aluminium.

Trees will be planted across the site. Soil excavated from the new building construction will be used at the front pedestrian access route to create bunds with additional tree and shrub planting. The newly planted orchard will be moved to the soft landscaped area in the south east corner so that it becomes a feature at the front of the school.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 Climate Change

L7 – Design

L8- Planning Obligations

R2- Natural Environment

R3 – Green Infrastructure

PROPOSALS MAP NOTATION

OSR8 Improvement and Provision of Outdoor Sports Facilities

ENV17- Protection of Landscape Character

OSR6 Protected Linear Open Land

OSR5 Protected Open Space

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. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

74366/FULL/2009 Erection of 2.4m high metal fence and access gates to south boundary and erection of 2.4m high fence to part of west and east boundaries. Approved 3/6/10

H/LPA/ 68815 Erection of a single storey Sure Start Children's Centre to provide pre-nursery day care for a total of 9 children, erection of 1.5m high fencing to surround play area, creation of 7 car parking spaces and development ancillary thereto Approved 16/4/08

H/58218 Formation of car parking area for 20 vehicles Approved 4/2/04

APPLICANT'S SUBMISSION

Design and Access statement, Flood Risk assessment and outline drainage strategy, geo-environmental desk study, Crime Impact Assessment prepared by Greater Manchester Police and Transport Assessment. These will be referred to where appropriate in this report.

CONSULTATIONS

Local Highway Authority - No objections. Comments incorporated within the Observations section of this report.

Pollution and Licensing – The application site is brownfield land. Should planning permission be granted recommend contaminated land condition.

Pollution and Housing – No concerns, the lighting scheme adequately restricts overspill and the choice of luminaires should minimise glare as viewed by residents.

Electricity North West – No objections.

City Airport (Barton) – No objections to the application, however due to the proximity of the site to the aerodrome, the developer should ensure that during the demolition and construction, the erection of any temporary cranes at the site which exceed 10m in height above surrounding trees and structures should be notified in advance (at least one month) to the airport.

GMP Design for Security – No objection subject to recommendations within Crime Impact Statement.

REPRESENTATIONS

Neighbours – Two letters have been received regarding the proposal, points raised as follows:

No objections to the plans for the school itself, however the redevelopment of the site should include a rethink about the chaos caused on Woodsend Crescent Road by parents dropping off and waiting to pick up their children. The cars are parked on both sides of the carriageway at these times. Parents parking blocking drives and on pavements. Evidence to damage to pavements and grassed areas. Also problems on the two entrances to Roedean Gardens.

An increase in the number of pupils will exacerbate the problems.

Question the validity of the Transport statement when the survey on the junction was on one day only and just at the junction. Plans make significant reference to staff parking but not to parent parking. The solution may not be additional parking but better parent and traffic management.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Proposals to radically improve the facilities at the school are to be welcomed. The school site is allocated for the Improvement and Provision of Outdoor Sports facilities, Protected Linear Open Land, Protection of Landscape Character and part of the site as Protected Open Space. The application will result in a more compact school building with additional soft landscaping. At the rear of the building within the land designated as Protected Open Space there will be some additional hardsurfacing to form a staff car park. The school building will however be set further away from the rear and additional soft landscaping is proposed in an area currently used for parking. It is considered that on balance the development will have a neutral impact on the Protected Open Space and Protected Linear Open Land designations. Additional planting is proposed throughout the site and it is considered that this will enhance the Area of Landscape Character. The proposals will not impact upon the existing sports facilities on this spacious school site.

RESIDENTIAL AMENITY

2. The proposed building will be located at a substantial distance from the site boundaries and will not have a detrimental impact on the light, outlook or privacy of surrounding residential properties. It is considered that some dwellings on Bishop Road may benefit as the replacement school will be located over 90m from the eastern boundary.

DESIGN AND APPEARANCE

3. The National Planning Policy Framework advises Local Authorities to take account of the desirability of new development making a positive contribution to local character and distinctiveness. It extols the importance of high quality design for all development. The Framework expects planning decisions to aim to ensure amongst other matters that developments add to the overall quality of an area, reflect the identity of local surrounding and are visually attractive.
4. The building will be of a contemporary design with a flat roof. It has been designed to be naturally energy efficient by considering such issues as location, form, materials, insulation, window sizes and orientation. The classrooms face North/South to avoid solar gain and glare from low morning and evening sun. The fenestration is designed to achieve high levels of daylight and to provide high and low level openings for ventilation and night cooling. Shading is provided to the large windows on the South elevation. The applicant is proposing to use robust, cost effective modern materials to reduce maintenance costs. The blue engineering brick walls will be broken up with render to recessed entrances and as an entrance feature wall. The proposed building will be a standalone building which doesn't relate closely to surrounding buildings. It is therefore considered that the contemporary design can be accommodated on this site and the proposed building will be a significant improvement over the existing building and would accord with these objectives. Some blue bricks can appear drab but this can be dealt with as a condition requiring samples to be submitted. The improvements to the soft landscaping and outdoor teaching areas are welcomed.

TRAFFIC AND PARKING

5. The proposals indicate that the level of parking provided at that site is in excess of the Council's Car parking standards for the use. Bicycle and scooter parking is being provided to encourage pupils to walk to school. It is not therefore envisaged that the proposal will result in undue additional parking on the roads in the vicinity of the site. A travel plan can be sought by condition to encourage the school to give further consideration to travel to and from the site. The site is within a highly accessible area and it is also considered that the additional vehicular movements would not result in additional congestion or reduce highway safety to an extent that would justify refusal of this application. It is noted that some of the parking and congestion in the area results from the location in the immediate vicinity of Wellacre academy and Delamere special school.
6. At the time of preparing this report discussions regarding providing an adequate turning head for staff parking in the car park accessed off Woodsend Crescent Road and adequate cycle parking/scooter parking are still in progress. The outcome of these discussions will be reported to committee on the Additional Information Report.

DRAINAGE / FLOOD RISK

7. A flood risk assessment and drainage strategy has been submitted and is still being assessed. Flood risk management measures include a surface water drainage strategy to limit the surface water runoff to agreed discharge rates. Attenuation is proposed in the form of geocellular attenuations. The use of SUDs in the form of Site Control measures with controlled outflow to the existing culvert will help minimize the flood risk impact to the surrounding district. It is recommended that this issue should be covered by condition.

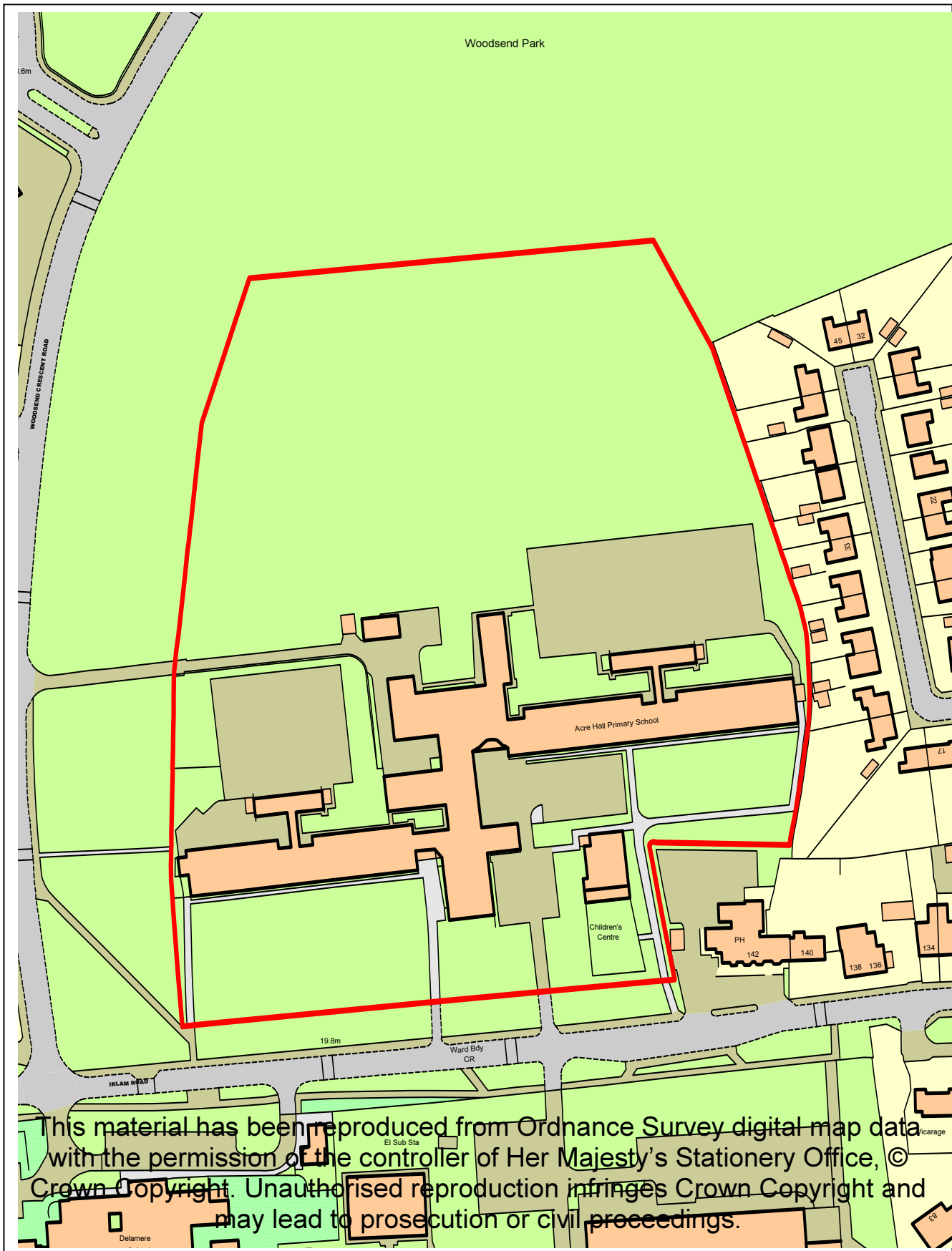
DEVELOPER CONTRIBUTIONS

8. Not required as the proposal is for an educational facility.

RECOMMENDATION: GRANT

1. Standard three years
2. Approval of materials
3. Permeable surfacing
4. Approved plans
5. Construction management plan (including wheel washing and details of cranes greater than 10m in height above surrounding trees and buildings)
6. Landscaping in accordance with approved plans
7. Landscape maintenance schedule
8. Contaminated land
9. Cycle parking
10. Tree protection
11. Provision and retention of car parking
12. Travel plan
13. Development to proceed in accordance with recommendations of Crime Impact Statement
14. Development to proceed in accordance with an approved Flood Risk Assessment / Surface Water Drainage Scheme.

CMR



LOCATION PLAN FOR APPLICATION No: - 81878/FULL/2013

Scale 1:1500 for identification purposes only.

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

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ERECTION OF EXTENSION TO THE NORTH-EAST ELEVATION TO FORM A DISABLED ACCESS PLATFORM LIFT.

Gorse Hill Youth Centre, Cavendish Road, Stretford, M32 0PR

APPLICANT: Trafford Council

AGENT: MD Construction (Bolton) Ltd

RECOMMENDATION: GRANT

SITE

The application relates to Gorse Hill Youth Centre, which is situated on the south-western side of Cavendish Road. Gorse Hill Methodist Church and a children's nursery bounds the site to the south-west and Burleigh Road bounds the site to the north-west. Residential properties face the site on the northern side of Cavendish Road.

The application site comprises of a part single, part two storey red brick building. 1.5m high railings lie around the perimeter of the site.

PROPOSAL

The application proposes the erection of an extension to the north-eastern elevation to form a disabled platform lift. The extension would measure 1.85m wide, 2m deep and have a maximum height of 6.5m. The extension would be constructed in Kingspan Micro-rib cladding.

DEVELOPMENT PLAN**The Development Plan in Trafford Comprises:**

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

- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 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.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 - Design

PROPOSALS MAP NOTATION

Gorse Hill Priority Regeneration Area

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

There have been various applications relating to the application site. The most recent and relevant are: -

H/68596 - Erection of air conditioning unit to west elevation of Gorse Hill Youth Centre, with 2.4m high paladin fence enclosure - Approved with conditions 28/02/2008.

H/67894 - To remove existing steel roller shutters and replace with brickwork on south and western elevations - Approved with conditions 30/10/2007.

H/ADV/63891 - Display of three externally illuminated artwork panels to south east elevation - Approved with conditions 29/03/2006.

H/ADV/63361 - Display of externally illuminated fascia sign to south east elevation and non-illuminated freestanding tripod sign - Split decision 22/12/2005.

H/61482 - Erection of disabled access ramp and relocation of existing pedestrian gate - Approved with conditions 08/08/2005.

APPLICANT'S SUBMISSION

None.

CONSULTATIONS

None received.

REPRESENTATIONS

One letter of objection has been received from a neighbouring resident of Cavendish Road, which raises the concern that the disabled lift would lead to more traffic on the street when there is already too many cars causing parking problems in the area.

OBSERVATIONS

PRINCIPLE OF PROPOSAL

The application site is unallocated within the Proposals Map, other than being within the Gorse Hill Priority Regeneration Area. There are no Policies within the Trafford Core Strategy that presume against this form of development in this location. The proposal is therefore considered acceptable in principle.

RESIDENTIAL AMENITY

Residential properties on the north-eastern side of Cavendish Road would face the proposed extension. A minimum distance of approximately 16.2m would lie between the proposed extension and these neighbouring properties, this distance would also be across a vehicular highway. The proposed extension would not project closer to the neighbouring properties than the existing building and it would also not include any windows. It is therefore considered that the proposed extension would not unduly impact on the amenity of neighbouring residents.

DESIGN AND VISUAL IMPACT

The proposed extension would have a flat roof and be constructed in Kingspan Micro-rib Cladding. The extension would adjoin an existing two storey flat roof outrigger on the building and thus the flat roof would be in keeping with the existing building. Whilst it is considered that brickwork would be more in keeping with the existing building than cladding, the applicant has suggested that the proposed cladding could be provided in a colour that is in keeping with the colour of the existing brickwork. It has also been demonstrated that a brick extension would be larger and would be of considerably greater cost.

The proposed extension would not project forward of the building line and a distance of 3.4m would lie between the proposed extension and the north-eastern boundary. It is therefore considered that the proposal would not appear unduly prominent within the existing street scene and would not adversely impact on the character of the surrounding area.

It is considered that in an appropriate colour, given the small scale of the development, the use of cladding for the extension is not a reason for refusal. It is also considered that on balance, the benefit of the extension to the local community in making the building more accessible outweighs the impact of not using a matching material.

In order to minimise any harmful visual impact caused by the proposed materiality of the extension, it is recommended that if permission is granted, a landscaping condition should be attached requiring planting to soften the impact of the proposal.

ACCESS, HIGHWAYS AND CAR PARKING

Concerns raised by a neighbouring resident regarding car parking pressures in the surrounding area are noted. However, the proposed extension would not result in the loss of car parking and would not provide additional floor space at the youth centre that would generate the need for additional car parking. It is therefore considered that the proposal is acceptable on highways grounds.

RECOMMENDATION: GRANT subject to the following conditions

That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -

1. Standard Time Limit.
2. List of Approved Plans
3. Submission of Materials, including details of Colour
4. Landscaping condition

OSt-A



LOCATION PLAN FOR APPLICATION No: - 81879/FULL/2013

Scale 1:1250 for identification purposes only.

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

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DEMOLITION OF EXISTING BUILDINGS ON SITE AND ERECTION OF 6 NO. 2-BED, AND 19 NO. 3-BED DWELLINGHOUSES. ERECTION OF THREE-STOREY BUILDING TO PROVIDE 4 NO. RETAIL UNITS (USE CLASSES A1, A2 & A5), WITH MEDICAL CENTRE (USE CLASS D1) ABOVE AND 10 NO. 1-BED AND 2 NO. 2-BED APARTMENTS ON UPPER FLOOR. PROVISION OF NEW ACCESS ROADS WITHIN SITE, AND SURFACE CAR PARKING AND LANDSCAPING WORKS THROUGHOUT.

Woodsend Circle, Urmston, M41 8GY

APPLICANT: LSP Developments Ltd

AGENT: West Hart Partnership Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site relates to a flat, 1 hectare parcel of land located immediately west of a large roundabout and known locally as 'Woodsend Circle'. The plot sits between the Woodbridge Road and Woodsend Crescent Road arms of the roundabout and currently accommodates a linear three-storey building which fronts the latter of these highways, although it is set well back into its site. The building is of brick construction and comprises of a series of retail units at ground-floor level, some of which are currently vacant, and seven apartments on the floors above, each with three bedrooms.

An 'L-shaped' access road with informal parking area forms the immediate frontage to the building. The remaining land up to the roundabout and associated highways is retained as grass interspersed with some tree-planting, a feature which creates a pleasant open setting to Woodsend Circle.

The segregated service area to the site wraps around the rear of the building and is separated by residential properties associated with Abbotsfield Close and Blakeswell Close to the north by a triangular-shaped area of scrubland.

A children's playground is located directly opposite the site, on the southern side of Woodsend Crescent Road, and this forms part of a large area of open space and playing fields known as Woodsend Park. The remainder of the surrounding area is predominantly residential in character, with some ancillary retail units fronting onto nearby Moorside Road and Woodsend Road.

PROPOSAL

This application seeks planning permission to completely re-develop the site with a new mixed-use scheme, implemented in a number of distinct phases.

Firstly, a new three-storey building would be erected on the site, approximately 35m further forward than the existing parade and subsequently closer to the Woodsend Crescent highway. This would provide four retail units at ground-floor level, of varying sizes (93sqm – 372sqm) and carrying flexible A1 (shops), A2 (financial and professional services), or A5 (hot food takeaway) uses. This level would also provide some service and staff facilities, along with a large atrium and lift-shaft that leads up to the proposed 1,050sqm Medical Centre that occupies the first-floor in its entirety.

The second-floor of this building is set to accommodate 12no. apartments arranged either-side of a central corridor. Ten of these units would provide one-bedroom, whilst the remaining two would benefit from a second bedroom. Each flat would be made available as affordable housing. Access up to the apartments, and a means of escape from the Medical Centre, would be achieved via one of two staircase pods, positioned at either end of the development.

The building itself is set to be of predominantly brick construction, topped by two gable roofs running parallel to each other. Timber cladding and glazed balconies have been added to provide additional interest to the external elevations.

The proposed mixed-use building would be surrounded by a mixture of surface-level car parking, and new landscaping and tree planting around the eastern and southern site perimeters. The former access road in front of the 1960's development would form the servicing area for the new development.

Following construction of the above development, existing tenants (retailers/GPs/residents) of the building that currently sits on the site would be decanted into the new facility before it is subsequently demolished to free-up the northern and western portions of the site for development.

The next phase of works would see the remainder of the site developed as market housing, with consent sought to erect 25 dwellinghouses (6no. 2-bed and 19no. 3-bed) in this area, arranged in pairs of semi's or within terraces of up to four units. The primary access to these properties would be taken from Woodbridge Road using part of the existing service road.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 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.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes

L2 - Meeting Housing Market Needs

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

W2 – Town Centres and retail

R3 – Green Infrastructure

PROPOSALS MAP NOTATION

The parade of shops along the ground-floor of the existing building forms part of the designated Local Centre known as Woodsend Circle.

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

Unit 18

H/48225 – Change of use from shop to health centre – Approved with Conditions, 25th November 1999

H45638 – Erection of a food-store with associated car parking – Approved with Conditions, 20th May 1998

H43510 – Demolition of existing buildings and subsequent levelling and landscaping of the cleared site – Prior Approval granted 29th January

H43060 – Erection of pitched roof to replace existing flat-roof; demolition and re-building of existing 5no. chimneys; construction of canopy to first floor and rendering of front elevation – Approved with Conditions, 23rd October 1996

H26629 – Demolition of flats and lock-up garages and erection of residential development including 27 houses and 20 elderly persons flats; construction of new access road and car parking – Withdrawn, 23rd June 1988

Unit 6

H19783 – Change of use to doctor's surgery – Approved with Conditions, 12th July 1984

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement; Transport Statement; Flood Risk Assessment; Ecological Appraisal; Crime Impact Statement; Contaminated Land Assessment and Arboricultural Survey as part of their application. The information provided within these documents is discussed where relevant within the Observations section of this report.

CONSULTATIONS

LHA: No objections to the level of car parking provided, or the level of trip generation resulting from the development. Some minor alterations to the layout of individual parking spaces associated with each dwellinghouse. These issues are considered in more detail within the relevant section of the report.

GMEU: Further bat survey recommended prior to demolition of existing buildings.

Greater Manchester Police Design for Security: Any comments received will be included within the Additional Information Report.

Pollution and Licensing:

Nuisance: No objections with respect to light overspill/glare from proposed luminaires within commercial site.

Restricted hours for deliveries and waste collection recommended.

Noise assessment to be submitted in relation to proposed plant on/within mixed-use building.

Contaminated Land: Standard Condition recommended.

Trafford Flood Risk/Drainage: Any comments received will be included within the Additional Information Report.

Electricity North West: The development should not encroach over land or access relating to cable easements.

United Utilities: No objections providing that the site is drained on a separate system and that no surface water is discharged directly/indirectly into the combined sewer network. Development should not be built over the two public sewers which run through the site (under the existing access roads).

REPRESENTATIONS

Two letters of objection have been received in response to this development. One letter has expressed concern with the possible introduction of a convenience retail store, due to the impact this might have on existing small shop-keepers. It has also been suggested within this representation that convenience stores which open until later in the evening attract crime and anti-social behaviour.

The second letter raises strong concerns with the design of the proposed apartments, particularly with respect to its appearance once it has weathered, or if it is not regularly maintained. The loss of local businesses/shops and the loss of the grassed open space and trees at the front of Woodsend Circle have also been objected to.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site measures approximately a hectare in size, with around half of this area falling to be classed as brownfield/previously developed land, evident by the three-storey building and associated hardsurfacing that currently occupy the site. Prior to the construction of this development the site appears to have sat as open fields. Whilst the majority of the proposals have been located on the previously developed areas of the site, some of the existing greenfield land is also set to be constructed upon. Examination of the Council's Proposal Map Notation confirms that this land is not designated as Protected Open Space. Therefore it is appropriate to consider the application on the basis that it relates to part brownfield, and part greenfield land.
2. Policy L1 of the Trafford Core Strategy states that the Council's targets for new homes will be achieved through new build, conversion and sub-division of existing properties. Policy L1.7 explains that an indicative 80% target proportion of new housing provision should use brownfield land and that previously developed land and sustainable urban area green-field land will be released firstly within the Regional Centre and Inner Areas; secondly on land where significant contributions can be made towards achieving the regeneration priorities set out in Policy L3; and thirdly where development benefits the wider Strategic and Place Objectives set out in the Trafford Core Strategy.
3. The application site falls outside of the Regional Centre, (being located within the 'Southern Part of the Manchester City Region') but is considered to contribute towards achieving some of the Borough-wide aspirations relating to regeneration and the reduction of inequalities, as set out within Policy L3. These include securing improvements in the quality of construction and range (including affordability and type) of the Borough's housing stock on offer to residents; and improving access to and/or the provision of community facilities and advice centres. The specific Urmston Place Objectives set out within the Core Strategy, that are capable of being met by this development, include meeting local needs relating to affordable housing and general market housing that is sited in sustainable locations and that meets regeneration priorities (URO1); securing opportunities for improved health care provision (URO3); ensuring that new developments help to reduce the incidents of crime and anti-social behaviour in areas such as Woodsend, and Humphrey Park station (URO4); and protecting and enhancing the existing town centre and small neighbourhood shopping centres located in this area (UR07). The erection of 37 residential units of a mixed type, size and tenure, and the introduction of the new Medical Centre on the first-floor of the

proposed building, are considered to represent significant benefits for members of the surrounding community.

4. Policy L2 of the Trafford Core Strategy requires all new residential development to be appropriately located in terms of access to existing community facilities to ensure the sustainability of the development, and not to be harmful to the character of the surrounding area. The application site is located in an established residential part of the Borough and has good access to public transport, including a bus stop immediately outside the site on Woodsend Circle. Future residents would have excellent access to local convenience stores and a Medical Centre within the proposed mixed-use building, and existing facilities nearby on Moorside Road and Woodsend Road too. Similarly the development will benefit from a significant expanse (5.5ha) of open-space 20m-100m away in the form of Woodsend Park, with its sports pitches and children's play area. Therefore the proposals are deemed to be in a sustainable location.
5. Policy W2 – Town Centres and Retail also provides guidance relating to Local Centres, and states that the focus should be on convenience retail facilities and services to meet local needs; that there will be an emphasis on encouraging a mix of uses, active frontages, and high quality design. Providing a variety of unit sizes in order to encourage diversity in the retail offer is also advocated.
6. The demolition of part of a designated Local Centre is accepted on the basis that its facilities are replaced and improved upon. A variety of unit sizes has been shown within the ground-floor of the new building, and a flexible range of uses (A1, A2 and A5), all of which were present in the existing parade, has been proposed also. It is recognised that constructing the proposed mixed-use building prior to demolishing the current parade will ensure that the day-to-day needs of local residents continue to be met for as long as possible during this period of transition.
7. Overall whilst the proposed development is not entirely located on brownfield land, it is recognised that it has the potential to make contributions towards achieving identified objectives for the Urmston/Flixton area. Therefore the use of urban greenfield land for part of this development is considered to be appropriate in this instance given its sustainable location and the benefits highlighted above that will result from the scheme. As such the development is considered to be acceptable in principle.

RESIDENTIAL AMENITY

8. The 25 dwellinghouses proposed as part of this scheme have been arranged within the northern and western portions of the site, with a number of them sharing a boundary with existing properties that form part of the surrounding Woodsend estate. Following amendments to the scheme all of the proposed units now retain the minimum required separation distances (as set out in the SPG: New Residential Development) to the existing houses that adjoin the application site. More specifically, habitable room windows retain at least 10.5m to neighbouring private gardens, and 21m to facing windows. In some instances, such as with units 09 and 21, the first-floor internal layout has been reconfigured so that a bathroom and associated obscure-glazed window face neighbouring gardens when the separation distances fall short of the guidelines. In addition to this, Unit 25 has been repositioned so as to retain 15m between its gable-end and the rear-facing windows to 14 Forest Court. The development has also been laid out in such a way so as to prevent any of the proposed dwellings themselves from being overlooked, or subjected to an unduly overbearing impact, by these established properties that surround the site.

9. Within the site itself the proposed dwellinghouses have again been arranged so as to achieve, for the most part, the recommended interface distances. The SPG: New residential Development does however accept the need for a flexible approach to privacy distances between buildings within a development site, where good design or the particular circumstances of the site allow this. For this reason there are no objections to the 14m-16m retained between units 06-08 and 09-10 as they are set at an oblique angle to each other so as to restrict opportunities for direct interlooking.
10. Each of the proposed dwellinghouses is able to provide an area of private amenity space for its occupants. Typically around 50-60sqm is associated with each property, although some of the rear gardens to the mid-terrace units measure only 32sqm in size. This should be sufficient to allow prospective residents to dry washing or generally sit outside during periods of fine weather. The SPG: New Residential Development recommends that around 80sqm of garden space will normally be acceptable for three-bedroom semi-detached houses in an area of similar properties. Smaller houses, such as small terraced properties, may be acceptable with somewhat less. This scheme is considered to comprise of small-sized units, and it is recognised that a substantial area of open space in the form of Woodsend Park (which includes a child's playground) is located directly opposite the application site. As such the level of amenity space provided for the proposed dwellings is considered to be sufficient for this development and in this particular location.
11. The rear gardens to two of the proposed houses, namely units 04 and 22, are bound on two sides by a series of car parking spaces, the majority of which serve the proposed mixed-use building nearby. To prevent comings and goings associated with these parking spaces from unduly compromising prospective residents' ability to enjoy a reasonable level of quietude whilst sat in their garden, the developer has agreed to install a 2m high brick/acoustic wall along the affected boundaries and landscaped borders within the gardens too. It is considered that these measures will sufficiently protect the amenity of the above-mentioned gardens, and as such there are no concerns in this regard.
12. Provision for the safe storage of refuse bins has been made for each of the dwellinghouses. Where units sit within the centre of a terrace an access path has been created around the rear to its private garden area so as to prevent bins from being stored on the frontage of the property.
13. The proposed mixed-use building is immediately surrounded on all sides by car parking and landscaping; thus, the apartments and associated balconies on its second-floor all comfortably achieve the necessary privacy distances. The submitted floor-plans show that an outlook will be afforded to all bedrooms and the open-plan kitchen/living areas also. With respect to amenity space, a private balcony has been provided for Flat 6, although none of the remaining flats benefit from such a feature, nor is there considered to be any useable amenity space provided within the site for these residents. It is however recognised that this is a mixed-use building and as such the requirement for customer car parking and service yards has reasonably prevented this space from being provided. Additionally, as noted above, occupants of the second-floor apartments will have easy access to the amenities available within Woodsend Park on the opposite side of the road. Therefore there are no concerns with this aspect of the development.
14. The proposed scheme includes provision for an enclosed flue to the rear of retail unit 4 (in the event that it is occupied by an A5 use), which would extend upwards and terminate 1m above the eaves level of the main building to prevent occupants of the second-floor apartments from being exposed to any undue odour disturbances. External plant associated with retail unit 1 has been shown on the roof of the western staircase

pod, and therefore a noise assessment should be submitted (secured via condition) to ensure that it is properly insulated and does not expose residents to an unacceptable level of noise disruption.

DESIGN AND STREETSCENE

15. The majority of the proposed dwellinghouses have been arranged either side of the residential access road that extends westwards into the site; however seven of the units have been positioned so as to face outwards and present a frontage onto the principle highways of Woodsend Crescent Road, and Woodbridge Road. Within the site a varied arrangement and spacing of dwellings has been proposed, with the majority of the units fronting towards the access road. The site plan displays good potential for tree planting and soft landscaping to be introduced in and around these units. Therefore it is considered that a reasonably coherent layout has been created for this cul-de-sac that adequately integrates with the established residential estates to the north and the west.
16. The dwellinghouses themselves are simple in both their form and design. Three different house-types make up the proposed estate and are arranged together as pairs of semi's or short terraces. Two of the house-types ('Hanbury' and 'Moulton') are similar to each other with respect to their proportions and design, whilst the third, 'Mosely' is a 2.5-storey high unit that includes rooflights on its front and rear roof-slopes. It is considered that further elevational detailing and design features, particularly to the principal elevations, are required in order to significantly enhance the quality of the streetscene. Further details of any external alterations secured for this scheme will be highlighted within the Additional Information Report.
17. The proposed mixed-use building, like its predecessor, is linear in its form and composition, and orientates itself towards Woodsend Crescent Road. It has however been sited closer to this highway than the existing parade and will impose a greater presence onto Woodsend Circle as a result, although the 10m+ separation that it retains to the highway will still allow the building to sit comfortably within the site, particularly if the surrounding ground is properly landscaped. The submitted visuals and elevations show that the eastern corner of the building has been designed to address Woodsend Circle directly, through the introduction of triangular-shaped balconies (wrapping around a chamfered corner) and vertically arranged panels of glazing and timber cladding punched into the side of the staircase pod. The scale, massing and length of the building have been appropriately broken up using a range of materials and different design features. A dark coloured brickwork base provides a strong plinth for the floors above, but will be enlivened once the retail units become occupied and make use of the designated signage zones. Brickwork of a lighter colour and greater variation in pattern has been indicated as the primary material for the upper-floors of the building, with a projecting gable-feature extending down to ground-level to create a clear entrance point for the first-floor Medical Centre. The brickwork frontage is punctuated at regular intervals by large recessed windows and a number of these are held together in squares of four by similarly recessed areas of timber cladding. The projecting entrance feature, together with a similar gable to the upper-floors only, serve to interrupt the eaves level and break up the expanse of the main roof. The principle of pitched roofs capping the building is accepted given the 'traditional' character of the surrounding housing stock and that it complements the decision to use brickwork as the primary external finish. Whilst the flat roofed stair pods that book-end the building do not sit entirely comfortably next to a pitched roof, it is acknowledged that this approach serves to curtail the overall length, and subsequent massing, of the main roof and will arguably present a better side elevation to people stood in the immediate vicinity of the building than the two parallel gable-ends to the main building would. Overall the design of the mixed-use building is

considered to be acceptable, subject to a submission of materials condition being added to any approval.

18. A new sub-station will provide power for all of the elements proposed within this scheme and has been positioned adjacent to the site access from Woodsend Crescent Road. The developer has explained that operatives will require access into this from the public highway but it can be adequately screened from the west by boundary treatments associated with unit 22, and from the east by soft landscaping. Further details relating to this structure will be secured by condition.

CRIME AND SECURITY

19. The developer has engaged with Greater Manchester Police - Design for Security prior to submission and included a Crime Impact Statement as part of the application. This document is broadly supportive of the design and layout of the proposals from a crime prevention perspective, citing the single point of access into the cul-de-sac, and good natural surveillance over parking areas provided by the residential and commercial buildings, as positive aspects of the scheme. Recommendations within the report include preventing access into rear alleyways/ginnels to properties; ensuring that a robust boundary is erected between the service area/car-park and housing estate; and installing bollards to the front of the commercial premises to prevent ram-raiding.
20. The submitted layout plan provides only very limited details regarding the boundary treatments proposed throughout the site. The use of boundary treatments of an appropriate scale and design will be critical in providing security for private areas; defining ownership; and also maintaining surveillance where required. It is recommended that these details, along with further information on how the final scheme will reduce opportunities for crime, be secured by condition.

LOSS OF OPEN SPACE

21. An open area of grass, approximately 3,500sqm in size, provides the frontage and setting to the existing commercial parade on the site. The proposed mixed-use building and car parking area is set to occupy the vast majority of this land, leaving ornamental landscaping areas adjacent to the highways rather than any useable expanses of open space. The loss of the existing open land is regrettable, however it is not designated as protected open space. It is also recognised that the new siting of the mixed-use building will likely improve the appearance and vitality of the Woodsend Circle streetscene; will allow the existing parade to continue operating during construction; and frees up room for the residential development to the northern and western portions of the site. Furthermore the benefits associated with the provision of 37 residential units (12 of which will be made available as affordable housing) along with improved medical and retail facilities are considered to be significant, and sufficient to outweigh any harm to the amenities of the area resulting from the loss of open space. Finally the remaining 5.5hectares of playing fields and play equipment that exists immediately to the south of the site, which are classed as protected open space, should continue to meet the amenity needs of local residents in the future. It is however recommended that a good-quality landscaping scheme be associated with the proposed scheme to mitigate the loss of this land, as well as to provide an attractive setting for the new commercial building.

TREES

22. The application site, as existing, is largely free of trees, although the submitted Arboricultural Survey identifies four individual specimens and two small groups. A clear-felling of the site has been proposed due to the poor condition of the existing trees, or in order to make-way for new development. The submitted site plan and accompanying landscape proposals indicate that there is scope for new tree planting to be introduced in the front gardens of several of the proposed dwellinghouses, and adjacent to the residential access road generally within pockets of open space. An avenue of trees has been shown along the frontage to Woodsend Crescent Road whilst of trees arranged in rank and file would frame the new pedestrian entrance plaza that links Woodsend Circle with the proposed mixed-use building. The details provided to date are sufficient to demonstrate that the removal of the existing trees on the site can be adequately mitigated as part of the proposed development; however as already noted above, a more detailed scheme of landscaping works should be submitted as part of a condition attached to any permission granted.

ACCESS, HIGHWAYS AND PARKING

23. The layout of the proposed development has sought to utilise existing points of access into the site, including (from Woodbridge Road) the service yard entrance, which will now be used by residents of the new cul-de-sac, and the customer egress which will serve staff and service vehicles associated with the new mixed-use building. The existing Woodsend Crescent Road access into the customer car-park will continue to perform a similar function. The Local Highway Authority has confirmed that they are satisfied with the internal road arrangements and that the layout of the commercial car park and the segregated service yard is acceptable and workable.

24. The proposed development as a whole would, it is estimated, generate an increase of approximately 35 trips in the peak hour over and above those currently associated with the existing uses on the site. Given that these additional trips would be split over three access points it is felt that the development would not, in itself, be responsible for any congestion on the surrounding highways, and therefore the intensification in the use of this development site is considered to be acceptable from a highways perspective.

25. The proposed scheme is able to deliver two parking spaces for each of the dwellinghouses, with most provided within the curtilage of the property to which they relate. This level of car parking provision is in accordance with the Council's Parking Standards for properties of this size. A small area of forecourt parking has been shown to the rear of units 01 & 04, whilst parking for units 06-11 is arranged around an area of shared surfacing. Given that the dwellings are situated around a quiet cul-de-sac, and not a through-road, this layout is considered to be acceptable, although surfacing of an alternative material and colour should be employed in these areas and they should also be suitably landscaped. A long length of dropped kerb has been indicated in front of units 14-15 to facilitate car parking for these properties; however this should result in little risk to pedestrian safety given that the number of vehicle movements along the access road will be relatively low, as will their speed.

26. The submitted layout plan shows that 14 parking spaces would be associated with the proposed apartments, arranged together in a single cluster to one side of the mixed-use building. Each of the flats would benefit from one parking bay, with the exception of the 2-bed units which would have access to a second space also. It has not been made clear whether these spaces would be shared, or whether they would be assigned to a

particular apartment. The overall number of spaces provided however is again in accordance with the Council's guidelines and is reasonably overlooked by adjacent dwellinghouses and the staircase pods to the main commercial building.

27. The Council's Parking standards indicate that 68 spaces should be provided for the staff and customers associated with the proposed retail units and Medical Centre. The submitted scheme falls marginally short of achieving the standards, indicating that 62 parking spaces would be created in three groups. Given the site's sustainable location in a local centre, and that there may be some crossover of uses and shared trips, the proposed provision of parking is considered to be sufficient to meet the likely needs of the development.
28. The Local Highway Authority have requested that 18 cycle spaces and 5 motorcycle spaces be provided for the commercial units within the mixed-use building, with those set to be utilised by staff to be delivered within a secure cycle-store. Similarly 12 secure spaces should be provided for residents of the upper floor apartments. The floor-plans provided indicate a small internal cycle-store, although at approximately 5sqm in size this would not be capable of meeting all of the storage requirements in itself. Therefore further details regarding cycle and motor-cycle parking should be provided in response to a suitably worded condition.

FINANCIAL CONTRIBUTIONS

29. The Trafford Developer Contributions (TDC) required by SPD1 Planning Obligations are set out in the table below:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing provision	7 units	N/A	7 required, 12 provided
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£38,290	£22,686	£15,604
Public transport schemes (including bus, tram and rail, schemes)	£119,492	£67,313	£52,179
Specific Green Infrastructure (including tree planting)	£38,440	£8,060	£30,380

Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£76,633.20	£23,099.96	£53,533.24
Education facilities.	£126,198.08	£40,153.94	£86,044.14
Total contribution required.	£399,053.28	£161,312.90	£237,740.38

The developer has submitted a viability statement which seeks to demonstrate that the imposition of financial contributions would render the scheme financially unviable. This is currently undergoing assessment and will be reported on further within the Additional Information Report.

CONCLUSION

30. In conclusion, the proposed development would result in the creation of 37 new units of residential accommodation, covering a mix of type and size (including 12 affordable units) in order to meet the housing needs of the local area. Furthermore enhanced community facilities would be provided for this local centre in the form of new retail units and a large medical centre located within a new mixed-use building. These benefits are considered to be substantial and sufficient to outweigh any harm to the amenity value of the area that might result from the loss of an area of unprotected open space. The development makes efficient use of a part brownfield/ part urban greenfield site and will not unduly impact upon the residential amenity of existing or future occupants in the vicinity. The scale, massing, siting and design of the proposals are, subject to some minor amendments, considered to be acceptable and will contribute towards increasing the vitality and activity around the local centre. The level of parking provision associated with the scheme is in accordance with the Council's Parking Standards and will be softened by the introduction of a comprehensive schedule of new tree-planting. Therefore the development is considered to be in-line with all relevant Policies set out in the Trafford Core Strategy, and its SPG: New Residential Development and is subsequently recommended for approval subject to a legal agreement. The development would be built-out in distinct phases, with the mixed-use building and its environs delivered first, to be followed by the demolition of the existing parade and construction of the dwellinghouses. To facilitate this process some of the pre-commencement conditions should be split so that they relate specifically to the commercial or residential aspects of the scheme.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

- (l) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £237,740.38, split between: Highway and Active Travel infrastructure (£15,604); Public Transport Schemes (£52,179); Specific Green Infrastructure (£30,380, to be reduced by £310 per tree planted on site in accordance with an approved landscaping

scheme); Spatial Green Infrastructure, Sports and Recreation (£53,533.24); and Education Facilities (£86,044.14); and

(II) In the circumstances where the Section 106 agreement has not been completed within 3 months of the date of this resolution, the final determination of the application shall be delegated to the Acting Chief Planning Officer.

(III) That upon satisfactory completion of the above legal agreement, planning permission be granted subject to the following conditions: -

1. Standard;
2. Compliance with all Plans;
3. Phasing Strategy for development to be submitted;
4. Apartments to be made available as affordable housing only;
5. Amended plans to be submitted for dwellinghouses, showing improved external elevations;
6. Materials for mixed-use building;
7. Materials for dwellinghouses;
8. Landscaping for mixed-use building (including tree-planting and varied arrangement in hard-surfacing);
9. Landscaping for dwellinghouses (including tree-planting and varied arrangement in hard-surfacing);
10. Landscaping management plan – commercial site
11. Boundary Treatments mixed-use site;
12. Boundary treatments - dwellinghouses
13. External Lighting;
14. Provision of Access Facilities;
15. Retention of Access Facilities;
16. Porous material for hardstanding or surface water run-off scheme (commercial);
17. Porous material for hardstanding or surface water run-off scheme (residential)
18. Standard surface water drainage condition;
19. Details of sub-station to be submitted;
20. Details of detached garage to Plots 02 and 03 to be provided;
21. Removal of PD rights for dwellings (side extensions; two-storey rear extensions);
22. Details of cycle/motor-cycle parking (mixed-use site);
23. Crime Prevention measures to be identified for final scheme; including gated system to rear alleyways and introduction of bollards in front of commercial building;
24. Further bat survey for interior of existing building required prior to demolition;
25. No trees or shrubs to be removed between 31st March – 31st August;
26. Recommendations within Ecology Report to be implemented;
27. Travel Plan (commercial units);
28. Hours of opening – retail units and Medical Centre;
29. Restriction of hours - deliveries and waste collections associated with commercial premises;
30. Noise Assessment to be submitted for commercial units- The combined level of any fixed-plant noise should be at least 5dB below the lowest measured background level at the nearest noise sensitive receptor;
31. Contaminated Land – Phase I survey;
32. Restriction of use of first-floor to Medical Centre with no more than seven consulting rooms, and no other use within Use Class D1;
33. Wheel wash condition;

JK



LOCATION PLAN FOR APPLICATION No: - 81926/FULL/2013

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CHANGE OF USE OF OPEN LAND TO FORM PRIVATE GARDEN AREA ASSOCIATED WITH DWELLINGHOUSE, AND ERECTION OF 2M HIGH FENCING AND VEHICULAR ACCESS GATES.

101 Moss Lane, Sale, M33 5BU

APPLICANT: Mr P Donnelly

AGENT: Donn Design Limited

RECOMMENDATION: GRANT

SITE

The application site relates to a strip of land immediately outside of, and adjacent to, the eastern boundary fence of 101 Moss Lane - a domestic property. It forms part of the western edge to a wider, triangular-shaped, parcel of open space that is bound along its northern side by Cecil Avenue. A short spur road extends from this highway into the open land, and appears to have formerly been part of a Denesway through-road that linked up with The Avenue to the south-west. An informal 'desire path' now connects the two Denesway spurs, aligned along the eastern boundary of the application site, as this represents the easiest means of passage for pedestrians heading north towards Moss Lane. A more permanent, tarmac-covered footpath extends along the remaining edge of this green triangle of land, framing an area of grass and trees at its centre.

The domestic plot of 101 Moss Lane itself comprises a large detached dwellinghouse and garage set within a generous garden. Its curtilage is sited 30m away from the Moss Lane highway, and takes its access via the northern section of the two Denesway spurs.

PROPOSAL

The residents of 101 Moss Lane are seeking planning permission to bring into their private curtilage a 122sqm section of open land that sits between their existing eastern boundary fence and the adjacent informal public footpath. This would result in a change in the use from open land, to private garden associated with a dwellinghouse (Use Class C3). The existing 2m high fence-line would be relocated approximately 4m to the east, whilst the existing timber gates of matching height would be re-positioned at the northern edge of the site, providing a new vehicular access from the Denesway spur.

As part of their submission the applicant has provided a copy of their deeds which show that the area of land to which this application relates falls within their ownership.

This application represents a re-submission of withdrawn proposal 79732/FULL/2013, which sought to bring a larger area of open land into the curtilage of No.101, including a proportion that did not fall within the applicant's ownership.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

R3 – Green Infrastructure

PROPOSALS MAP NOTATION

Unallocated

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

79732/FULL/2013 – Change of use of open land and public footpath to private garden area associated with dwellinghouse and erection of 2 metre high timber fence and gates – Withdrawn, 6th June 2013.

77705/HHA/2011 – Erection of a two-storey side extension to provide additional living accommodation (Re-submission of 77310/HHA/2011) – Refused, 5th January 2012 – Appeal dismissed, 8th May 2012

77310/HHA/2011 – Erection of a two-storey side extension to provide additional living accommodation – Approved with Conditions, 29th September 2011

CONSULTATIONS

LHA – Any comments received will be included within the Additional Information Report

REPRESENTATIONS

Ten letters of objection have been received from surrounding residents. The main concerns raised include:

- The open space should be retained in its entirety. Public land should not be taken away from the cyclists and pedestrians who use/enjoy it in order to benefit an individual household;
- The quality of the remaining open-space/amenity area will be diminished, due to its reduction in size and loss of wild shrubs;
- The fence will detract from the visual appearance of the open land, and the amenity of surrounding residents;
- The positioning of the vehicular access gate will create a safety hazard;
- The plan would restrict the passage of the footpath at its southern end. A footpath is shown on maps as being adjacent to the existing boundary fence of No.101.
- The re-positioning of the fence would only encourage crime, rather than prevent it.
- A pinch-point would be created at the southern end of the site, between the proposed fencing and the lamp-post, and another to a nearby tree;
- The proposal is a result of the overdevelopment of No.101, which is being extended.

APPLICANT'S SUBMISSION

In response to the representations received by neighbours, the applicant has submitted a supporting statement which seeks to clarify that no land will be purchased from other land-owners as part of this development, and that the public right of way via the existing informal footpath shall remain unaffected. It goes on to state that there is already a 2m high fence in place and this will merely be moved out to the edge of the proposed boundary. The fence-line has been fanned at the southern end to address concerns regarding the potential for a pinch-point to be created with the existing tarmac footpath adjacent to Denesway (south).

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The applicant has included a copy of the deeds associated with their property as part of this submission. These indicate that the ownership boundary of 101 Moss Lane extends beyond that currently defined by the boundary fencing that is in place. The deeds show that a linear strip of land linking Cecil Avenue with the southern Denesway spur falls within the applicant's ownership, extending out from the existing boundary fencing to the centre-line of the northern Denesway access. This area of land encompasses all of the public right of way that has become established between Cecil Avenue and Denesway (south), although critically this footpath does not form part of the land that the applicant is seeking to convert into additional private garden space.
2. Given that the land in question appears to fall entirely within the historic ownership of 101 Moss Lane, it is considered that there are no objections in principle to a proportion of

it being taken into its curtilage, subject to the development having an acceptable impact on the remaining amenities of the surrounding area, and it not unduly restricting any public rights of way. These points are considered further below.

IMPACT ON AMENITY

3. The area of land to which this application relates is covered by wild grass/scrub and measures approximately 122sqm in size, which represents around 9% of the overall parcel of open space. A stand of trees forms the spine of the amenity area and they run approximately 2m-4m east of the proposed fence-line, on the other side of the informal footpath. They also separate the proposed garden land from the triangular-shaped grass area at the centre of the site which appears to be maintained on a relatively regular basis. Whilst the development will encroach onto what is currently a public area of land, it is considered that the sense of openness and verdant character associated with the remaining area will not be unduly diminished by the proposals as the lost section relates to a piece of unused land at the periphery of this green triangle. Greater weight, it is considered, would be attached to the protection of those features within this immediate area that provide more amenity value to the public, such as the trees, footpaths and the maintained patch of grass.
4. It is recognised that the proposal involves the re-siting of existing 2m high boundary fencing and timber gates, and as such the development will not introduce features that are not already an established part of the character of the immediate locality. Furthermore this area of open space, and in particular the application site itself, is not readily overlooked by other residential properties, meaning there is no potential for the proposals to impact upon the privacy or outlook of local residents. The re-sited boundary treatments would still be situated well away from the vehicular highway of Cecil Avenue, and views of the development from this position in the streetscene will largely be screened in any event by the boundary hedge which runs adjacent to it.
5. The re-sited boundary fence has been aligned so as not to elongate the existing alleyway between the southern boundary of 101 Moss Lane, and a high brick wall associated with 87 Cecil Avenue. A lighting column stands at the southern tip of the open space, adjacent to the entrance/exit point of the alleyway, and this would continue to illuminate its surroundings following the construction of the development. Therefore it is considered that the re-located fencing will not increase opportunities for crime in the immediate area.

ACCESS, HIGHWAYS AND PARKING

6. The area of land set to be enclosed within the private garden of 101 Moss Lane relates only to an area of scrub between the existing boundary fence to this property and an informal footpath which has become established over time through years of use. The submitted site plan has made it clear that this public right of way would not be lost to the development, nor would there be any need for the applicant to divert it. The hard-surfaced footpath which provides the more formal link between Denesway and Cecil Avenue will also remain unaffected. Therefore there are no concerns with respect to future access for pedestrians and cyclists through this particular part of Sale.
7. The vehicular access gates, set to be re-sited as part of the development, measure 3m in width and face directly onto the northern Denesway spur and Cecil Avenue beyond. A pedestrian gate exists on the side boundary of 101A Moss Lane, accessed from Denesway, but will not be affected by the proposed development.

CONCLUSION

8. The application seeks to convert a parcel of land under the applicant's ownership from a strip of scrub that formed part of a wider area of open space into the curtilage of a domestic rear garden. The development will not unduly diminish the amenity value of the remaining open space, and the re-sited fencing will not harm the residential or visual amenities of the area. Access through this part of Sale for pedestrians and cyclists will remain unaffected and therefore, for these reasons, the application is recommended for approval.

RECOMMENDATION: GRANT

Conditions

1. Standard time limit;
2. Compliance with all plans;
3. Materials as shown on plans;
4. Landscaping;

JK



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LOCATION PLAN FOR APPLICATION No: - 82033/FULL/2013

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TRAFFORD COUNCIL

Report to: Planning Development Control Committee
Date: 13th February 2014
Report for: Information
Report of: Head of Planning Services

Report Title

Trafford Local Plan: Land Allocations – Consultation Draft

Summary

This report presents the Trafford Local Plan: Land Allocations Consultation Draft document to the Planning Development Control Sub Committee.

The Land Allocations Plan has been developed to support the delivery of the Trafford Local Plan: Core Strategy. Upon adoption it will set out new site allocations for a variety of land uses including housing, employment and open spaces.

Recommendation

That Members of Planning and Development Control Committee note the publication of the Trafford Local Plan: Land Allocations – Consultation Draft.

Contact person for access to background papers and further information:

Name: Rob Haslam (Head of Planning)
Extension: 4788

Background Papers:

Trafford Local Plan: Land Allocations – Consultation Draft and associated evidence documents which can be found at: <http://www.trafford.gov.uk/planning/strategic-planning/local-development-framework/trafford-local-plan-land-allocations.aspx>

1.0 Background

1.1 The Trafford Local Plan: Land Allocations Development Plan Document (LAP) will provide site-specific guidance for the development of allocated sites and areas and will provide more general development management guidance; it is accompanied by a Policies Map. It covers the whole borough, except that area subject to the proposed Altrincham Business Neighbourhood Plan.

1.2 The purpose of the Trafford LAP is to:

- identify and prioritise the sites necessary to meet the sustainable needs of the borough;

- Identify the natural and built assets which should be protected/enhanced;
 - Identify the key design, environmental and infrastructure requirements for allocated sites and;
 - Ensure that new development is delivered within an identified timescale.
- 1.3 Together with the Trafford Core Strategy, and other development plan documents such as the GM Minerals and Waste Plans, the LAP will establish the planning policy framework for the Borough for the period through to 2026. Once adopted, it will supersede the majority of the remaining Revised Unitary Development Plan policies; those relating to Altrincham will be replaced by the Business Neighbourhood Plan. It must be in conformity with the Trafford Local Plan: Core Strategy and government guidance, in particular the National Planning Policy Framework (NPPF) and the associated Planning Practice Guidance.
- 1.4 Key parameters set by the Core Strategy include:
- Approximately 12,000 new homes;
 - 190 Ha of employment land, including recycling of existing employment land;
 - Delivery of the five Strategic Locations
 - No revision to the Green Belt boundary, although sustainable greenfield sites within the urban area could be acceptable;
 - Delivery of key infrastructure, including new transport links to Carrington and Partington and four new 1 form entry primary schools.
- 1.5 Appendices A & B, of this report, outline the policies and sites which are included within the LAP. The Plan will designate land for a range of uses; it contains sites for development including new housing (the threshold for such sites is 0.4 Ha); employment sites/areas; transport infrastructure and; land designations for environmental and heritage protection.

2.0 The Identification of Sites and the Formulation of Policies

- 2.1 Previously two “call for sites” consultations were undertaken, inviting local people and stakeholders to suggest land for development and/or protection in their neighbourhoods. These consultations resulted in almost 200 sites being identified for a range of uses. These sites included new uses for both employment and housing, some of which were suggested on land protected as Green Belt.
- 2.2 These submissions have been considered and assessed against the framework set by the Core Strategy and associated evidence base, including the Sustainability Appraisal. Those sites suggested for development on Green Belt land have been discounted because they would be contrary to the Core Strategy, not sustainable and insufficient evidence was provided to justify exceptional circumstances.
- 2.3 In addition to the “call for sites” consultations, a “Shaping the Plan” consultation was held in 2012. This sought views as to what types of policies should be included within the Plan, alongside the site allocations.
- 2.4 These informal consultation stages involved Members of the Council, specified statutory consultees, key stakeholders including landowners, the local community, Trafford Partnership and colleagues within the Council and they have informed the content of the first draft plan.

3.0 Development Management Implications

3.1 As detailed above, the remaining policies of the Revised UDP will remain in place until the LAP is adopted. However, as each period of public consultation takes place, more “material” weight can be attributed to the emerging plan, in determining planning applications. Therefore, where appropriate, reference will be made to the emerging land allocations’ plan in the Head of Planning Services’ planning reports.

4.0 Public Consultation

4.1 This draft of the LAP should be considered as the starting point of the conversation with communities and stakeholders about which sites and areas will be allocated for which uses. Whilst it shows a preferred option for the development of land in Trafford that is, in principle, sustainable and deliverable, it is essential that the Plan is tested and revised in consultation with communities and stakeholders to ensure it is fit for purpose.

4.2 Consultation on the draft Land Allocations Plan runs for a period of 6 weeks between 3rd February and 17th March 2014. A wide range of consultation methods are being used in accordance with the Council’s Statement of Community Involvement.

5.0 Next Steps

5.1 Following analysis of comments received during the public consultation stage, the plan will be refined and, ultimately, a further version will be prepared. The next version of the Plan is anticipated to be published in the autumn of 2014.

Appendix A – Policy Matrix

Policy Area	Draft Land Allocations	UDP Proposal	Core Strategy Policy	Topic Paper Chapters
1. Introduction				
2. Pomona Island Strategic Location	POM1 – Pomona Island Strategic Location	TP2 / H3 (HOU6) / TP2 / E13 (SR3)	SL1	TP1 - Pomona Strategic Location
3. Wharfside Strategic Location	WHA1 – Wharfside Strategic Location	TP5 / E13 (SR2)	SL2	TP2 - Wharfside Strategic Location
	WHA2 – MediacityUK Area			
	WHA3 – Manchester United Football Club Stadium Area	TP13		
4. Lancashire County Cricket Club Quarter Strategic Location	LAN1 – Lancashire County Cricket Club Quarter Strategic Location	H9	SL3	TP3 - LCCC Quarter Strategic Location
	LAN2 – Lancashire County Cricket Club Stadium Area			
5. Trafford Centre Rectangle Strategic Location	TCR1 – Trafford Centre Rectangle Strategic Location	TCA1 / TCA1B	SL4	TP4 - Trafford Centre Rectangle Strategic Location
	TCR2 – Trafford Quays	TCA1A		
	TCR3 – Trafford Quays Leisure Village	TCA1C		
6. Carrington Strategic Location	CAR1 – Carrington Strategic Location	ENV32 / E7 / E13 (SR4) / E15 / ENV9	SL5	TP5 - Carrington Strategic Location
7. Housing	HO1 – Land Release for New Residential Development	H3	L1 / L2	TP6 – Housing
	HO2 - Release of Other Land for Residential Development	H4		
	HO3 – Residential Accommodation for Older Persons	H7	L2	
8. Gypsies & Travellers	GT1 – Land Release for Travelling Communities	n/a	L2	TP7 - Gypsies & Travellers
9. Regeneration	RE1 – Priority Regeneration Areas	A1 / H9 / H10 / H11	L3	TP8 – Regeneration
	RE2 - Regeneration Areas	A1		
10. Transport	TR1 – Active Travel Network	T17 / T18 / OSR15 / OSR17	L4	TP9 – Transport
	TR2 – Public Transport Network	T11		
	TR3 – Highway Network	T8		
	TR4 – Freight Transport Network	T14 TP11		
	TR5 – Off-Airport Car Parking			
11. Low Carbon Growth Areas	LO1 – Low Carbon Growth Areas	n/a	L5	TP10 – Low Carbon Growth Areas
12. Flooding	FL1 – Safeguarding of areas for flood management	ENV13	L5	TP11 – Flooding
13. Employment	EM1 - Trafford Park Core Employment Area	ENV32 / E7 / E13 (SR1/LS1) / TP1 / TP6 / TP7 / TP8 / TP9	W1	TP12 – Employment
	EM2 - Broadheath Employment Area	E7 / E13 (LS2)		
	EM3 - Local Employment Areas	E7 / E10 / E13 (DS2) / TP3 / TP4 / E13 (DS1) / E13 (LS3)		
	EM4 - Davenport Green Employment Site	E13 (RS1) /		

Policy Area	Draft Land Allocations Policies	UDP Proposal	Core Strategy Policy	Topic Paper Chapters
		E14		
14. Town Centres	TC1 – Town Centres	S5 / S13	W2	TP13/TP14/TP15 - Town Centres
15. Sale Town Centre	SAL1 – Sale Town Centre Action Areas	S7 / E10	W2	TP13 - Sale Town Centre
	SAL2 – Sale Town Centre Public Realm Improvements	S7 / T10		
16. Stretford Town Centre	STR1 – Stretford Town Centre Action Areas	S8 / E13 (LS4)	W2	TP14 - Stretford Town Centre
	STR2 – Stretford Town Centre Public Realm Improvements	S8 / T10		
17. Urmston Town Centre	URM1 – Urmston Town Centre Action Areas	S9	W2	TP15 - Urmston Town Centre
	URM2 – Urmston Town Centre Public Realm Improvements	S9 / T10		
18. District Centres	DC1 – District Centres	S5 / S13	W2	TP16 - District Centres
19. Local Centres	LC1 – Local Centres	S10 / S14	W2	TP17 - Local Centres
20. Out-of-Centre Retail	OR1 – Retail Warehouse Parks	S11 / S12	W2	TP18 - Out-of-Centre Retail
21. Historic Environment	HE1 – Conservation Areas	ENV21 / ENV22	R1	TP19 - Historic Environment
	HE2 – Heritage Assets	ENV24 / ENV25		
	HE3 –Archaeological Features	ENV26		
22. Natural Environment	NE1 - Natural Environment Assets	ENV9 / ENV18 / ENV19 / ENV32	R2	TP20 - Natural Environment
	NE2 – Landscape Character	ENV17		
	NE3 – Landscape Views and Skylines	ENV20		
23. Green Infrastructure	GI1 – Green Infrastructure	OSR13 / ENV10 / OSR6 / OSR12 /	R3	TP21 - Green Infrastructure
	GI2 – Green Infrastructure Opportunity Areas			
	GI3 – Site Specific Green Infrastructure			
	GI4 – Allotments	OSR10		
24. Sports and Leisure Provision	SP1 – Existing Leisure and Sports Facilities	OSR5	R5	TP22 - Sports and Leisure Provision
	SP2 – School Playing Fields	OSR 5		
	SP3 – Golf Courses	OSR11		
	SP4 – Opportunities for new/enhanced Sports and Leisure Facilities	OSR8 / OSR 18/19		
	SP5 – Loss of Leisure and Sports Facilities	OSR 5		
25. Open Space	OS1 – Parks and Open Spaces	OSR 5 /OSR6/ OSR7	R5	TP23 - Open Space
	OS2 – Opportunities for new/enhancements to open space	OSR7		
	OS3 – Cemeteries	n/a		
	OS4 – Loss of Open Space	OSR5		
26. Green Belt and Other Protected Open Land	GB1 – Green Belt	C4	R4	TP24 - Green Belt and Other Protected Open Land
	GB2 – Other Protected Open Land	C8		

Appendix B – Sites/Areas/Sub-Policies Matrix

Draft Policies	Draft Sites / Areas / Sub-Policies
POM1 – Pomona Island Strategic Location	n/a
WHA1 – Wharfside Strategic Location	n/a
WHA2 – MediacityUK Area	n/a
WHA3 – Manchester United Football Club Stadium Area	n/a
LAN1 – Lancashire County Cricket Club Quarter Strategic Location	n/a
LAN2 – Lancashire County Cricket Club Stadium Area	n/a
TCR1 – Trafford Centre Rectangle Strategic Location	n/a
TCR2 – Trafford Quays	n/a
TCR3 – Trafford Quays Leisure Village	n/a
CAR1 – Carrington Strategic Location	n/a
HO1 – Land Release for New Residential Development	<ul style="list-style-type: none"> • Wharfside Strategic Location, Trafford Park * • Trafford Quays, Trafford Park * • Globe trading estate, 88-118 Chorlton Road, Old Trafford • Former Bakemark UK, Skerton Rd, Old Trafford • Former Trafford Press Site, Chester Road, Old Trafford • Land Off Bold Street, Old Trafford • Land Bounded by Northumberland Rd, East Union Street & Blackley Street, Old Trafford • Land at Chester Rd/Cornbrook Rd Park/Virgil St, Old Trafford • Land At Avondale Road, Old Trafford • Land at 39 Talbot Road, Old Trafford • Pomona Island Strategic Location, Old Trafford * • Old Trafford County Cricket Club Strategic Location, Old Trafford * • Land at Warwick Road South, Old Trafford • Land at Talbot Road, Stretford • Former Trafford College site, Stretford • Former Royal Canal Works South Of Edge Lane, Stretford • Essoldo Cinema, Chester Road, Stretford • Stretford Station and Boat Yard, Edge Lane, Stretford • Land at Newton Street/Lacy Street, Stretford • Stretford Mall, Chester Road, Stretford • Land at Bennett Street, Stretford • Land at Crossford Street, Stretford • Former Mosedales Brickworks, 4 Ends Lane, Urmston • Land At And Adjacent To Katherine Lowe House, Urmston • Former Higher Road Depot, Urmston • Woodsend Circle, Urmston * • Victoria Parade, Higher Road, Urmston • Land at Station Rd/Urmston Railway Station, Urmston • Land at Gratrix Lane/Northenden Road, Sale • Land at 71/73 Northenden Road, Sale • The Square, Sale Town Centre, Sale * • 1 to 19 Washway Road, Sale • Land at Cross Street, Sale • Land off Stamford Brook Road, Altrincham • Land at Woodfield Road, Altrincham * • Land at 289 Hale Road, Altrincham • Land at Deansgate Lane, Altrincham • Land at Stokoe Avenue, Altrincham • Former Bayer UK Site, Altrincham • Hartington House, Manchester Road, Altrincham * • Land at Viaduct Road, Altrincham * • The Square, Hale Road, Hale Barns, Altrincham * • Land to the East of Partington Shopping Centre, Central Road, Partington • Land Adjacent To Manchester Ship Canal, Partington • Land At 4 Lock Lane, Partington

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Former Orton Brook School Site Oak Road, Partington • Former Red Brook Public House, Partington • Carrington Strategic Location, Carrington
HO2 - Release of Other Land for Residential Development	n/a
HO3 - Residential Accommodation for Older Persons	n/a
GT1 - Land Release for Travelling Communities	GT1.1 - Stones Meadow Caravan Park, Manchester Road, Carrington
RE1 - Priority Regeneration Areas	RE1.1 - Old Trafford PRA; RE1.2 - Partington PRA; RE1.3 - Sale West PRA
RE2 - Regeneration Areas	RE2.1 - Broadheath Regeneration Area; RE2.2 - Broomwood Regeneration Area; RE2.3 - Gorse Hill Regeneration Area; RE2.4 - Longford Regeneration Area; RE2.5 - Sale Moor Regeneration Area; RE2.6 - Stretford Regeneration Area.
TR1 - Active Travel Network	TR1.1 - The Bridgewater Way; TR1.2 - Trans-Pennine Trail; TR1.3 - Brooks Drive; TR1.4 - Strategic Processional Route; TR1.5 - Direct Pedestrian Link across Trafford Boulevard
TR2 - Public Transport Network	TR2.1 - Metrolink; TR2.2 - Bus; TR2.3 - Heavy Rail; TR2.4 - Water Taxi; TR2.5 - Park and Ride; TR2.6 - Safeguarded Routes / Facilities
TR3 - Highway Network	TR3.1 - Strategic Road Network; TR3.2 - Primary Road Network; TR3.3 - Local Road Network; TR3.4 - Safeguarded Routes
TR4 - Freight Transport Network	TR4.1 - Trafford Park Railway Network and Freight Facilities; TR4.2 - Manchester Ship Canal; TR4.3 - Road Freight
TR5 - Off-Airport Car Parking	n/a
LO1 - Low Carbon Growth Areas	LO1.1 - Trafford Park Low Carbon Growth Area LO1.2 - Altrincham Town Centre Low Carbon Growth Area; LO1.3 - Carrington Low Carbon Growth Area
FL1 - Safeguarding of areas for flood management	FL1.1 - Sale Water Park Flood Storage Area; FL1.2 - Timperley Flood Storage Area
EM1 - Trafford Park Core Employment Area	EM1.1 - Trafford Park Village Employment Area EM1.2 - Parkway Circle Employment Area EM1.3 - Trafford Point Employment Site
EM2 - Broadheath Employment Area	EM2.1 - Dairyhouse Lane Employment Site EM2.2 - Atlantic Street Employment Site
EM3 - Local Employment Areas	EM3.1 - Cornbrook Business Park, Old Trafford; EM3.2 - Cornbrook Station Office Area, Old Trafford; EM3.3 - Sale Business Park, Old Hall Road, Sale; EM3.4 - Altrincham Business Park, Moss Lane, Altrincham; EM3.5 - Hadfield Street Industrial Area, Old Trafford; EM3.6 - Longford Trading Estate, Stretford; EM3.7 - Cross Street Employment Area, Sale; EM3.8 - Danefield Road Industrial Area, Sale; Sale; EM3.9 - Britannia Road / Dane Road Industrial Area, EM3.10 - Canal Road Industrial Area, Altrincham.
EM4 - Davenport Green Employment Site	n/a
TC1 - Town Centres	TC1.1 - Primary Shopping Areas; TC1.2 - Primary Shopping Frontages; TC1.3 - Secondary Shopping Frontages;
SAL1 - Sale Town Centre Action Areas	SAL1.1 - The Square Shopping Centre; SAL1.2 - Land at Washway Road, School Road and Hayfield Street
SAL2 - Sale Town Centre Public Realm Improvements	n/a
STR1 - Stretford Town Centre Action Areas	STR1.1 - Stretford Mall; STR1.2 - Land at Bennett Street;

Draft Policies	Draft Sites / Areas / Sub-Policies
	STR1.3 – Stretford Public Hall; STR1.4 – Essoldo Cinema; STR1.5 – Stretford Station and Boatyard STR1.6 – Land at Newton Street / Lacy Street; STR1.7 – Royal Canal Works; STR1.8 – Land at Crossford Street
STR2 – Stretford Town Centre Public Realm Improvements	STR2.1 – A56 / Edge Lane Junction; STR2.2 – Stretford Boulevard; STR2.3 – Kingsway Boulevard
URM1 – Urmston Town Centre Action Areas	URM1.1 – Victoria Parade; URM1.2 – Urmston Market; URM2.3 – Station Road / Urmston Station
URM2 – Urmston Town Centre Public Realm Improvements	n/a
DC1 – District Centres	DC1.1 – Hale District Centre DC1.2 – Sale Moor District Centre DC1.3 – Timperley District Centre
LC1 – Local Centres	<p>Local Hubs:</p> <ul style="list-style-type: none"> • Ayres Road, Old Trafford; • Shrewsbury Street, Old Trafford; • Trafford Bar, Old Trafford; • Trafford Park Village • Barton Road, Stretford; • The Quadrant, Great Stone Road, Stretford; • Davyhulme Circle, Urmston; • Woodsend Circle, Urmston; • Partington Village Centre; • Ashton-on-Mersey Village, Sale; • Coppice Avenue, Sale West, Sale; • Norris Road, Sale Moor, Sale; • Briarfield Road, Broomwood, Altrincham; • Hale Barns Village, Altrincham; • Park Road / Hawthorn Avenue, Timperley, Altrincham; • Seamons Road, Oldfield Brow, Altrincham; • Vicarage Lane, Bowdon Vale, Altrincham; • Carrington (new allocation) <p>Local Parades:</p> <ul style="list-style-type: none"> • Brooks Bar, Old Trafford; • Skerton Road, Old Trafford; • Stamford Street, Old Trafford; • Upper Chorlton Road, Old Trafford; • Warwick Road South, Firwood, Old Trafford • The Circle, Barton Road, Stretford; • Davyhulme Road East, Stretford; • Moss Road, Stretford; • Stretford Road, Stretford; • Bowfell Road / Princess Road, Urmston; • Broadway, Davyhulme, Urmston; • Canterbury Road, Urmston; • Church Road, Urmston; • Flixton Road, Urmston; • Moorside Road, Urmston; • Wellacre, Woodsend Road, Urmston; • Woodsend Road, Davyhulme, Urmston; • Brooklands, Sale; • Eastway, Sale; • Marsland Road, Sale; • Northenden Road, Sale Moor, Sale; • North Parade, Sale Moor, Sale; • Plymouth Road, Sale; • Brook Lane / Deansgate Lane, Timperley, Altrincham; • Hale Road, Hale, Altrincham; • Heyes Lane, Timperley, Altrincham; • Moss Lane, Timperley, Altrincham; • Moss Lane / Stamford Park Road, Altrincham; • Park Road, Hale, Altrincham; • Park Road / Bollin Drive, Timperley, Altrincham;

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Riddings Road, Timperley, Altrincham; • Shaffesbury Avenue, Timperley, Altrincham; • Sinderland Road / Draybank Road, Broadheath, Altrincham; • Wood Lane, Timperley, Altrincham; • Woodhouse Lane East, Timperley, Altrincham; <p>Radial Destinations:</p> <ul style="list-style-type: none"> • Cross Street, Sale; • Washway Road / Ashton Lane, Sale <p>Radial Parades:</p> <ul style="list-style-type: none"> • Chester Road / Sir Matt Busby Way, Old Trafford; • Chester Road, Gorse Hill, Stretford; • Washway Road / Roebuck Lane / Stanley Mount, Sale; • Washway Road / Langdale Road, Sale; • Manchester Road / Park Road, Timperley, Altrincham; • Manchester Road / Woodfield Road, Broadheath, Altrincham
OR1 – Retail Warehouse Parks	<p>OR1.1 – White City Retail Park, Chester Road, Old Trafford;</p> <p>OR1.2 – Trafford Retail Park, Neary Way, Davyhulme, Urmston;</p> <p>OR1.3 – Altrincham Retail Park, George Richards Way / Atlantic Street, Broadheath, Altrincham</p>
HE1 – Conservation Areas	<p>HE1.1 - Barton upon Irwell, Trafford Park;</p> <p>HE1.2 - Empress, Old Trafford;</p> <p>HE1.3 – Longford, Stretford;</p> <p>HE1.4 - Flixton Village, Urmston;</p> <p>HE1.5 - Ashton on Mersey Village, Sale;</p> <p>HE1.6 - Brogden Grove, Sale;</p> <p>HE1.7 - Ashley Heath, Altrincham;</p> <p>HE1.8 - Bowdon Village, Altrincham;</p> <p>HE1.9 - George Street, Altrincham;</p> <p>HE1.10 - Goose Green, Altrincham;</p> <p>HE1.11- Hale Station, Altrincham;</p> <p>HE1.12 - Linotype Housing Estate, Altrincham;</p> <p>HE1.13 - Old Market Place, Altrincham;</p> <p>HE1.14 – Sandiway, Altrincham;</p> <p>HE1.15 - South Hale, Altrincham;</p> <p>HE1.16 - Stamford New Road, Altrincham;</p> <p>HE1.17 - The Devisdale, Altrincham;</p> <p>HE1.18 - The Downs, Altrincham;</p> <p>HE1.19 - Dunham Town, Trafford’s Rural Communities;</p> <p>HE1.20 - Dunham Woodhouses, Trafford’s Rural Communities;</p> <p>HE1.21 - Warburton Village, Trafford’s Rural Communities;</p>
HE2 – Heritage Assets	<p>HE2.1 – Sale and Brooklands Cemetery, Sale;</p> <p>HE2.2 – Stamford Park, Altrincham;</p> <p>HE2.3 – Dunham Park, Dunham</p>
HE3 – Archaeological Features	HE3 – Watch Hill Scheduled Ancient Monument, Altrincham
NE1 - Natural Environment Assets	<p>Sites of Special Scientific Interest (SSSI):</p> <ul style="list-style-type: none"> • Dunham Park - Dunham • Brookheys Covert – Carrington <p>Sites of Biological Importance (SBI):</p> <ul style="list-style-type: none"> • Bridgewater Canal, Trafford Park; • Salford Quays (South), Trafford Park; • Trafford Ecology Park, Trafford Park; • Davyhulme Sewage Works, Urmston; • Flixton Sludge Beds, Urmston; • Jack Lane, Urmston; • Ashton-upon-Mersey Sewage Works, Sale; • Broad Ees Dole, Sale; • Brook Wood, Sale; • Field by Electricity Sub-Station, Sale; • Meadows at Sale Water Park, Sale; • River Mersey, Sale; • The Priory Wood; Sale • Altrincham Sewage Works, Altrincham; • Ashley Heath Wood, Altrincham; • Bentley & Tomfield Banks, Altrincham; • Davenport Green Wood, Altrincham; • Devisdale Meadow, Altrincham; • Hanging Bank Covert, Altrincham;

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Ponds at Davenport Green, Altrincham; • Rossmill, Altrincham; • Sinderland Green Wood, Altrincham; • Vicarage Gorse Covert, Altrincham; • Watch Hill, Altrincham; • Wetland near Balfour Road, Altrincham; • Black Moss Covert, Trafford Rural Communities; • Bridgewater Canal, Dunham, Trafford Rural Communities; • Brickkiln Nursery Wood, Trafford Rural Communities • Dunham New Park, Trafford Rural Communities; • Dunham Park, Trafford Rural Communities; • Fox Covert and Meadows, Trafford Rural Communities; • Headman’s Covert, Trafford Rural Communities; • Moss Wood, Trafford Rural Communities; • Rookery Wood, Trafford Rural Communities; • Redmoor Covert, Trafford Rural Communities; • Oakwood near School Lane, Trafford Rural Communities; • Pitstead Covert, Trafford Rural Communities; • Whiteoaks Wood, Trafford Rural Communities; • Wigsey Lane Meadows, Trafford Rural Communities; • Broadoak Wood, Partington; • Coroners Wood, Partington; • Reedbed by Ship Canal Sidings, Partington; • Wetland at Partington • Birchmoss Covert, Carrington; • Brookkeys Covert, Carrington; • Carrington Power Station, Carrington; • Dark Lane Tip, Carrington; • Hogswood Covert, Carrington; • Malljurs Covert, Carrington; • Wetland at Carrington Moss <p>Local Nature Reserves:</p> <ul style="list-style-type: none"> • Trafford Ecology Park, Trafford Park; • Broad Ees Dole, Mersey Valley <p>Ancient Woodland:</p> <ul style="list-style-type: none"> • Bentley and Tomfield Banks, Altrincham; • Rossmill, Altrincham; • Watch Hill, Altrincham; • Wood East of Jacksons Bank, Altrincham; • Coroners Wood, Partington; • Brookkeys Covert, Carrington; • Hogswood Covert, Carrington; <p>Local Nature Conservation Sites:</p> <ul style="list-style-type: none"> • Kickety Brook East of A56, Stretford; • Kickety Brook at Stretford Sewage Works, Stretford • Old Eea Brook, Urmston; • Plantation at Newcroft Road, Urmston; • Urmston Meadows (West), Urmston; • Flixton Tip, Urmston; • Flixton Station Scrubland, Urmston; • Wellacre Area, Urmston; • Wood at Flixton Village, Urmston; • Broadway, Davyhulme, Urmston; • Ashton Weir, Sale; • Broad Ees Dole, Sale; • Beccles Wood, Sale; • Coppice at Crossford Bridge, Sale; • Wood at Old Hall Road, Sale; • Firs Plantation, Sale; • Granary Way Copse, Sale • Meadows and Wetland at Sale Water Park, Sale; • Pond at Crossford Bridge, Sale; • Priors Gardens, Sale; • Wood at Alma Road, Sale; • Wood at Coppice Avenue, Sale; • Wood at Electricity Sub Station, Sale • Wood South of Langdale Road, Sale

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Wood at Lowton Road, Sale; • Wood at New Hall Road, Sale; • Bridgewater Canal, Sale; • Broomwood, Altrincham; • Fairywell Wood, Altrincham; • King George V Pool, Altrincham; • Marlpits West of Brooks Drive, Altrincham; • Moated Historic Site, Altrincham; • The Devisdale, Altrincham; • Wood at North Cestrian School, Altrincham; • Wood and pond at Altrincham Grammar School, Altrincham; • Woodland West of Priory Wood , Altrincham; • Flaxhigh Covert, Altrincham; • Humphreys Wood, Altrincham; • West of Roaring Gate Lane, Altrincham; • High Elm Wood, Altrincham; • Wood at Hale Golf Course, Altrincham; • Wood at Park Drive, Altrincham; • Wood South of Rossmill, Altrincham; • Carrington Rides, Carrington; • Plantation South of Black Moss Covert, Carrington; • Wood West of Ackers Farm, Carrington; • Coroners Wood (AW), Partington; • Oak Road Wood, Partington; • Disused Partington railway and station, Partington; • Marlpits East of Park Cottage, Trafford's Rural Communities; • Marlpits West of Warburton Lane, Trafford's Rural Communities; • Broadheath - Lymm Railway, Trafford's Rural Communities; • Sunny Bank Wood (proposed for new designation), Trafford's Rural Communities;
NE2 –Landscape Character Areas	<ul style="list-style-type: none"> • Wooded Clayland; • Wooded Estate land; • Settled Sandland; • Mossland; • River Meadowland; • Wooded River Valley; • Urban River Valley;
NE3 – Landscape Views and Skylines	<p>NE3.1 – Altrincham Views;</p> <p>NE3.2 – Altrincham Skylines</p>
GI1 – Green Infrastructure	<ul style="list-style-type: none"> • Land along the Bridgewater Canal, Trafford Park; • The Manchester Ship Canal, Trafford Park; • North Trafford Linear Open Space (from Davyhulme via Barton to Stretford), Stretford; • The Bridgewater Canal, Stretford; • North Trafford Linear Open Space (from Davyhulme via Barton to Stretford), Urmston; • Urmston Meadows, Urmston; • Wellacre, Flixton, Urmston; • The Mersey Valley; • Bethell's Tip, Dane Road, Sale; • CKM Tip, Carrington Lane, Sale; • Firsway, Sale; • Land along Baguley Brook, Sale Moor, Sale; • Open land south of M60, Sale; • Sale Water Park, Sale • The Bridgewater Canal, Sale; • Brooks Drive, Altrincham; • Land along Baguley Brook and Fairywell Brook, Altrincham; • Land south of Malljurs Covert, of Sinderland Road, Broadheath, Altrincham; • Land south of Timperley Brook, Altrincham; • Land west of Roaring Gate Lane, Davenport Green, Altrincham; • Open land between Timperley and Hale, Altrincham; • Sinderland Brook Linear Open Land, Altrincham; • The Bollin Valley and The Devisdale, Altrincham; • The Bridgewater Canal, Altrincham;

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • The former Altrincham Incinerator site, Sinderland Road, Broadheath, Altrincham; • Triangle of land bounded by Shaftesbury Avenue, Brooks Drive and the Altrincham/Stockport railway, Altrincham; • The Partington - Timperley Railway, Trafford Rural Communities; • East bank of the Manchester Ship Canal, Partington; • Land adjacent to Broadway, Partington; • Manchester Road, Partington; • Partington Green Loop, Partington; • Carrington Moss and woodlands, Carrington; • Redbrook, Sinderland, Baguley and Fairywell Brooks, Carrington; • The Manchester - Liverpool Railway, Carrington; • The Skelton Junction to Lymm Railway, Carrington;
GI2 –Green Infrastructure Opportunity Areas	<ul style="list-style-type: none"> • Stretford Meadows, Stretford; • Wellacre, Flixton, Urmston; • Carrington Mosslands, Carrington;
GI3 – Site Specific Green Infrastructure	n/a
GI4 – Allotments	<ul style="list-style-type: none"> • off Kings Road, Old Trafford • Church Street Allotments, Church Street/Wellington Street, Stretford; • Gorse Hill Allotments, Burleigh Road, Stretford; • Lesley Road/Urmston Lane allotments, Lesley Road, Stretford; • Balmoral, Urmston; • Brookfields Allotments, Brook Road, Urmston; • Chadwick Park, Bradfield Road, Urmston; • Granville Allotments, entrance from Granville Road, , Urmston; • Humphrey Lane Allotments, Humphrey Lane, Urmston; • Laneheads, The Fold (off Moorside Road) , Urmston; • Leagate, Urmston; • Mansfield Allotments, Balmoral Road, Urmston; • Marlborough Road, Urmston; • Mossfield Allotments, entrance from Bowfell Road, Urmston; • The Grove Allotments, entrance from Moorside Road, Urmston; • Wyndcliff Drive Allotments, Wyndcliff Drive, Urmston; • Grosvenor Road Allotments, Grosvenor Road, Sale; • Moor Nook Allotments Moor Nook, off Hulme Road, Sale; • Tavistock Road Allotments, Tavistock Road, Sale; • Totnes Road Allotments, Totnes Road, Sale; • Walton Road Allotments, Walton Road, Sale; • Winstanley Allotments, Winstanley Road, Sale; • Broadheath allotments, Peveril Road, Broadheath, Altrincham; • De Quincy Allotments, off Woodcote Road, Altrincham; • Eaton Road/ Edale Close Allotments, Eaton/York Road, Altrincham; • Grove Lane Allotments, Grove Lane, Altrincham; • Moss Lane / Golf Road Allotments, Moss Lane, Altrincham; • Pickering Lodge, Timperley, Altrincham; • Riddings Allotments off Sylvan Avenue, Timperley, Altrincham; • Trafford Drive Allotments, Park Road (off Langham Road), Altrincham; • Vicarage Lane Allotments, off Vicarage Lane/Bollin Avenue, Altrincham; • Warslow Drive Allotments, Warslow Drive, Altrincham; • Wellfield Lane Allotments, off Tarbolton Crescent, Hale, Altrincham; • Woodstock Road Allotments, Woodstock Road, Altrincham; • Moss View Allotments, Moss View Road, Partington • St Mary's Allotments, off River Lane, Partington
SP1 – Existing Sports and Leisure Facilities	<ul style="list-style-type: none"> • Stretford Sports Village; • Urmston Leisure Centre; • Sale Leisure Centre; • Altrincham Leisure Centre; • Partington Leisure Centre.
SP2 - School Playing Fields	<ul style="list-style-type: none"> • Acre Hall Primary School • All Saints Catholic Primary School • Altrincham CE Primary School • Altrincham College of Arts • Altrincham Grammar School for Boys • Altrincham Grammar School for Girls • Ashton-on-Mersey School • Barton Clough Primary School

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Bollin Primary School • Bowdon CE Primary School • Bowdon Preparatory School for Girls (new allocation) • Broadheath Primary School • Broadoak School • Brooklands Primary School • Broomwood Primary School • Cloverlea Primary School • Davyhulme Primary School • Egerton High Special School • Elmridge Primary School • Firs Primary School • Flixton Girls High School • Flixton Junior & Infant • Forrest Gate Primary School • Heyes Lane Primary School • Highfield Primary School • Holy Family Catholic Primary School • Kings Road Primary School • Lime Tree Primary School • Lostock College • Manor High School • Moorlands Junior School • Moss Park Junior & Infant School • Old Trafford Community School • Oldfield Brow Primary School • Our Lady of Lourdes Catholic Primary School • Our Lady of the Rosary RC Primary School • Park Road Academy Primary School • Park Road Primary School (Sale) • Partington Primary School • Pictor Special School • Sale Grammar School • Sale High School • South Trafford College • Springfield Primary School • St. Alphonsus RC Primary School • St. Ambrose College • St. Antony's Catholic College • St. Hilda's CE Primary School • St. Hugh's Catholic Primary School • St. Hugh's of Lincoln RC Primary School • St. Margaret Ward Catholic Primary School • St. Matthew's CE Primary School • St. Michael's CE Primary School • St. Teresa's RC Primary School • St. Vincent's Catholic Primary School • Stamford Park Junior School • Stretford Grammar School • Stretford High School Community Language College • Templemoor Infant School • Tyntesfield Primary School • Urmston Grammar School • Urmston Grammar School • Victoria Park Junior School • Well Green Primary School • Wellacre Academy • Wellfield Infant School • Wellington School • Willows Primary School • Woodheys Primary School • Woodhouse Primary School • Worthington Primary School
SP3 –Golf Courses	<ul style="list-style-type: none"> • Davyhulme Park, Urmston • Flixton Golf Club, Flixton, Urmston • William Roe Golf Couse, Flixton, Urmston

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Ashton on Mersey Golf Club, Sale • Sale Golf Club • Altrincham Golf Course, Altrincham • Ringway Golf Club, Hale Barns, Altrincham • Dunham Forest Golf Club
SP4 – Opportunities for new/enhanced Leisure and Sports Facilities	n/a
SP5 – Loss of Leisure and Sports Facilities	n/a
OS1 – Parks and Open Spaces	<p>Borough Park:</p> <ul style="list-style-type: none"> • Longford Park, Stretford; <p>Town Parks:</p> <ul style="list-style-type: none"> • Victoria Park, Stretford; • Davyhulme Park, Urmston; • Worthington Park, Sale; • Stamford Park, Altrincham; • Cross Lane Park, Partington; <p>Neighbourhood Parks:</p> <ul style="list-style-type: none"> • Hullard Park, Old Trafford; • Seymour Park, Old Trafford; • Gorse Hill Park, Stretford; • Lostock Park, Stretford; • Broadway Park, Urmston; • Woodsend Park, Urmston; • Abbotsfield Park, Sale; • Ashton Park, Sale; • Dainewell Park, Sale West, Sale (new allocation); • Walton Park, Sale; • Woodheys Park, Sale; • Halecroft Park, Altrincham; • John Leigh Park, Altrincham; • Navigation Road Park, Altrincham; <p>Local Parks:</p> <ul style="list-style-type: none"> • Gorse Park, Stretford; • Moss Park, Stretford; • Nansen Park, Stretford; • Broadway Park, Urmston; • Flixton Park, Urmston; • Golden Hill Park, Urmston; • Kingsway Park, Urmston; • Newcroft Park, Urmston; • Newcroft Road, Urmston; • Kelsall Street, Sale; • Moor Nook Park, Sale; • Sale West Park, Sale; • Newton Park, Altrincham; • Pickering Lodge, Timperley, Altrincham; • Timperley Green, Altrincham • Woodstock Park, Altrincham; • Oak Road, Partington
OS2 – Opportunities for New/enhancements to Open Space	n/a
OS3 – Cemeteries	OS3.1 - An extension to Dunham Cemetery. OS3.2 – New burial land within the Carrington Strategic Location.
OS4 – Loss of Open Space	n/a
GB1 – Green Belt	GB1.1 – South of Hale and Bowdon along Bollin Valley; GB1.2 – Between Bowdon, Broadheath, Sale, Carrington, Partington, the Ship Canal and the Greater Manchester County southern boundary incorporating the villages of Dunham Town, Dunham Woodhouses and Warburton; GB1.3 - Along the Mersey Valley from its junction with the Ship Canal to the Manchester boundary; GB1.4 - Along the Timperley Brook between Timperley, Hale and Wythenshawe.
GB2 – Other Protected Open Land	GB2.1 – Land in Warburton (immediately south of Partington); GB2.2 – Land South of Carrington;

TRAFFORD COUNCIL

Report to: Planning Development Control Committee
Date: 13th February 2014
Report for: Information
Report of: Head of Planning Services

Report Title

Altrincham Town Centre Conservation Area Appraisals: Consultation Draft Supplementary Planning Documents

Summary

This report presents the five consultation draft conservation area appraisals, for Altrincham town centre, to the Planning Development Control Committee for information.

The appraisals have been developed to support the delivery of Policy R1 of the Trafford Local Plan: Core Strategy and to assist in development management decisions in these conservation areas.

Recommendation(s)

That Members of Planning and Development Control Committee note the publication of the five consultation draft conservation area appraisals, for Altrincham town centre.

Contact person for access to background papers and further information:

Name: Rob Haslam (Head of Planning)
Extension: 4788

Background Papers:

Conservation Area Appraisal – George Street - Consultation Draft
Conservation Area Appraisal – Goose Green - Consultation Draft
Conservation Area Appraisal – Old Market Place - Consultation Draft
Conservation Area Appraisal – Stamford New Road - Consultation Draft
Conservation Area Appraisal – The Downs - Consultation Draft

These documents can be found at:

<http://www.trafford.gov.uk/planning/strategic-planning/local-development-framework/local-development-framework.aspx>

Relationship to Policy Framework/Corporate Priorities	The conservation area appraisals contribute to a number of Corporate Priorities, in particular: Economic Growth and Development and Safe Place to Live - Fighting Crime.
Financial Implications	The preparation of the conservation area appraisals is funded from the existing EGP Directorate's overall budget.
Legal Implications:	The appraisals are being produced in accordance with the requirements of s69(2) Planning (Listed Buildings & Conservation Areas) Act 1990. Once adopted, planning decisions will be taken in accordance with the appraisals, unless material considerations indicate otherwise.
Equality/Diversity Implications	The Core Strategy Equality Impact Assessment has been applied to the preparation of these conservation area appraisals and is considered to be compatible to the work to be carried out under the appraisals because they will help to deliver some of the objectives and policies of the Core Strategy.
Sustainability Implications	The main strategic objective of the conservation area appraisals is the same as the objective of Policy R1 of the Trafford Core Strategy which was found to be sustainable. Additionally SA has been carried out in relation to the proposed boundary changes.
Staffing/E-Government/Asset Management Implications	None / None / None directly
Risk Management Implications	The appraisals support the delivery of the Council's Core Strategy and Development Management function. If the appraisals are not progressed it could undermine the delivery of the Trafford Core Strategy and the Council's development management function.
Health and Safety Implications	None.

1.0 Background

- 1.1 Consultants were appointed to undertake the preparation of nine draft Conservation Area Appraisals (CAAs). This is the first time that this type of important heritage document has been prepared in Trafford. The commission was split into two discreet parts, the first relating to the five Altrincham conservation areas with the second relating to The Devisdale, Bowdon, South Hale and Ashley Heath conservation areas. This prioritisation reflects the Council's objectives in relation to Altrincham town centre.
- 1.2 Those relating to Altrincham have now been through a process of internal consultation, including colleagues within Environmental, Transport and Operations, and the Executive Member for Economic Growth and Prosperity approved them for public consultation purposes. Following this period of public consultation it is anticipated that the Council will adopt them as Supplementary Planning Documents, thus affording them "weight" in planning decisions. These will, in part, replace the current suite of planning guidance for Conservation Areas. Once this has happened, the associated Management Plans will be finalised for consultation and will follow the same process.

2.0 Purpose of Conservation Area Appraisals

- 2.1 There are a total of 21 Conservation Areas in Trafford, however as English Heritage guidance sets out, designation is not sufficient to preserve and enhance these areas. Instead local authorities need to develop policies which clearly identify what features of the area should be preserved or enhanced and set out how this should be done.
- 2.2 This requires a clear assessment and definition of an area's interest and the action needed to protect it. Such assessments help to generate awareness and encourage local property owners to take the right sort of action. Appraisals can also identify areas where enhancement through development may be desirable.
- 2.3 Through the production of conservation area appraisals and management plans, the Council will be able to manage change in its historic areas in a way that will conserve and enhance them. In addition, the CAAs will form part of the necessary evidence base for the Local Plan: Land Allocations, in that they will help define the boundary of the Conservation Areas. They will also form part of the evidence base for the emerging Altrincham Business Neighbourhood Plan.

3.0 Key features, issues, threats and development principles which have emerged through these five Conservation Area Appraisals

- 3.1 The appraisals contain a wealth of information about the town's heritage assets, including identifying landmark buildings and other buildings which contribute positively to the conservation area; an audit of the public realm, in terms of its impact on the heritage of the area; an assessment of key views and vistas in to and out of the conservation areas; an assessment of threats which exist and which may be undermining the heritage asset and; the identification of "negative" areas which need positive treatment to enhance them.
- 3.2 Listed below is a summary of the key features, issues, threats and development principles which have emerged through these five CAAs:
 - Architectural detail should be retained through new development, including the painting of stonework, roof lines and door and window details.
 - Alterations to the rear of properties should reflect the historic character of the area.
 - Alterations to shop fronts should reflect the historic character of the area.
 - New development should be of a high quality to reflect the design aesthetics and/or to reflect the historic character of the area.
 - The provision of parking (both on and off-street) should be designed in order not to detract from the historic character of the area.
 - A number of individual structures (including buildings and boundary walls) are demonstrating levels of decay and dereliction.
 - Intrusive modern additions and alterations to historic structures (including boundary treatments) have had negative impacts on historic assets in the town.
 - A number of open spaces, both public and private, are in a state of disrepair; opportunities should be explored to address these matters.
 - Street surfaces are made up of a variety of materials, which detract from the heritage assets of the town; opportunities should be explored to address this.
 - Current street furniture, including signage, is having a significant negative impact on the historic character of the area; opportunities should be explored to address this.

- High volumes of traffic are having negative effects on the character of many of Altrincham's historic assets; opportunities should be explored to address this.
- A number of historic ginnels are in a state of disrepair, with poor surfaces and examples of inappropriate materials having been used, with resultant negative impacts on the character of the area. Opportunities should be explored to address this.
- Opportunities should be explored to address the vacancy rates, balancing the need to adapt properties to today's needs whilst retaining the historic character.

3.3 These matters will help shape the associated management plans (which will be subject to separate consultation) and will be addressed and taken account of in new development within the conservation areas. The Management Plans will go through a similar process of internal consultation followed in respect of the CAAs, particularly in relation to transport, infrastructure and building control matters. Following the conclusion of this internal consultation, and approval by the Executive Member for Economic Growth and Prosperity, the management plans will also undergo a period of public consultation.

4.0 Proposed Conservation Area Boundary Changes

4.1 In addition to identifying key features, issues and threats, a number of boundary changes are proposed within the appraisals, both in terms of extensions and retractions. Appendix 1 of this report contains maps of the proposed boundary changes for each of the five Conservation Areas.

5.0 Sustainability Appraisal

5.1 Sustainability Appraisal (SA) is a process used to assess how sustainable development is being addressed and included in plans and strategies prepared by organisations. To undertake scoping for a sustainability appraisal (SA), the document to be appraised needs to have strategic aims and objectives. However In the case of the CAAs the main strategic objective will be the same as the objective of the policy it supports, i.e. Policy R1 of the Trafford Core Strategy which seeks to preserve or enhance the character of the conservation area. This policy was subject to SA during its production, it would not, therefore, be appropriate to carry out further SA on that element of the CAAs.

5.2 However, it would be appropriate for SA to be carried out in relation to the proposed boundary changes. This was carried out as part of the work on the emerging land allocations' plan and has been made available for consultation at the same time as the draft CAAs.

6.0 Development Management Implications

6.1 Although full "material" weight, in SPD terms, cannot be attributed to these appraisals at this point in time, they can be used to help inform planning decisions at this stage. Therefore, where appropriate, reference will be made to the draft appraisals in the Head of Planning Services' planning reports.

7.0 Public Consultation

7.1 Public consultation on the five draft conservation area appraisals will run for a period of 6 weeks until 17th March 2014, alongside that for the Land Allocations Plan. A wide range of consultation methods are being used, in accordance with the Council's Statement of Community Involvement and relevant regulations, including a public meeting in Altrincham town centre.

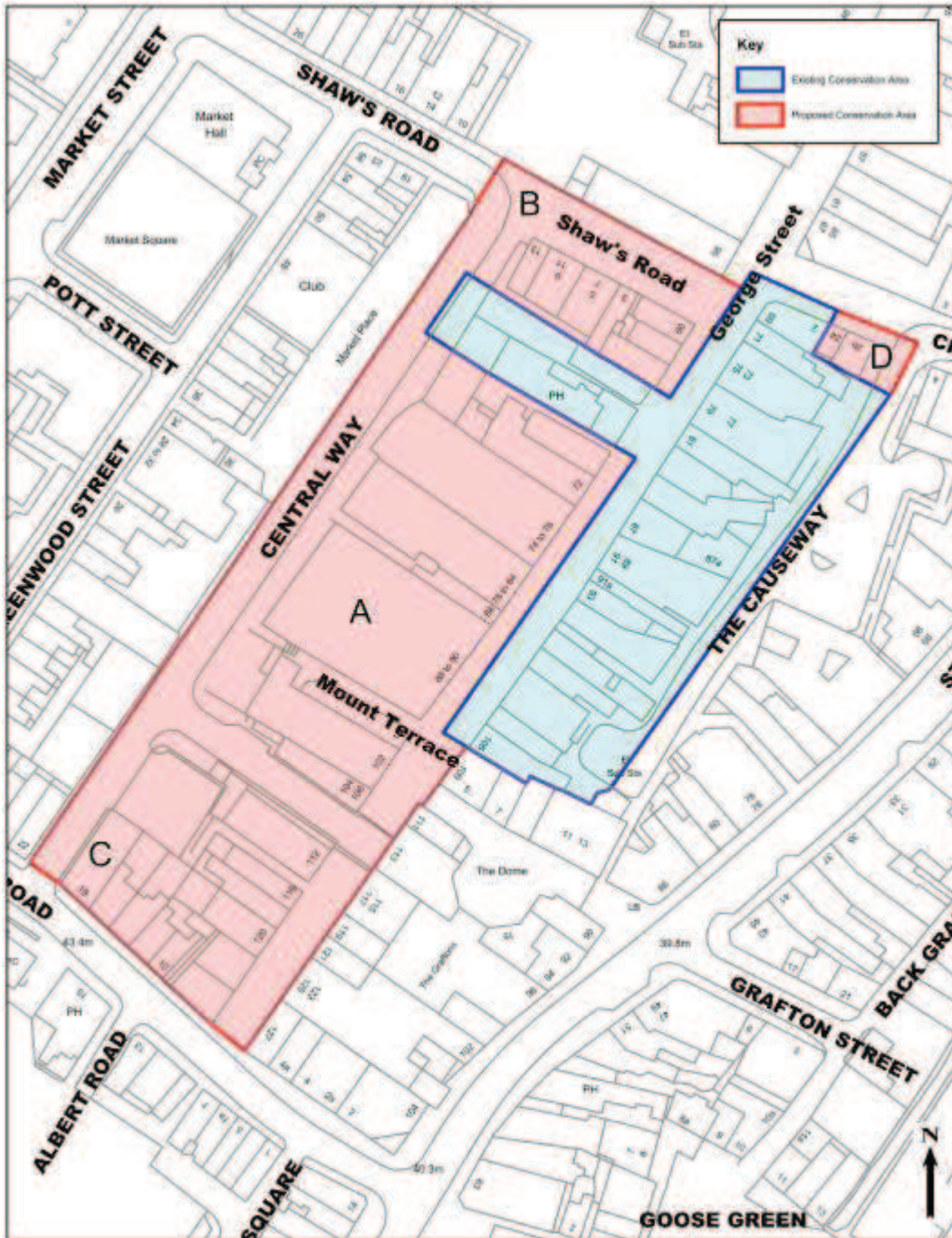
7.2 In addition to this formal consultation, the consultants met with a number of key stakeholders during the production of the draft appraisals; these groups are being formally consulted by the Council at this point in time.

8.0 Next Steps

8.1 Following the closure of the formal public consultation period, the comments will be assessed and considered and where appropriate changes will be made to the documents prior to their submission to the Executive for formal adoption as supplementary planning documents. A similar process will be followed for the conservation area appraisals for the remaining four priority conservation areas. Additionally, given the need to produce assessments for each of the 21 adopted conservation areas, to support both the development management decision process the Trafford Local Plan: Allocations Plan, the preparation of the remaining 12 appraisals and management plans will follow in due course.

Appendix A

Proposed Changes to Conservation Area Boundaries



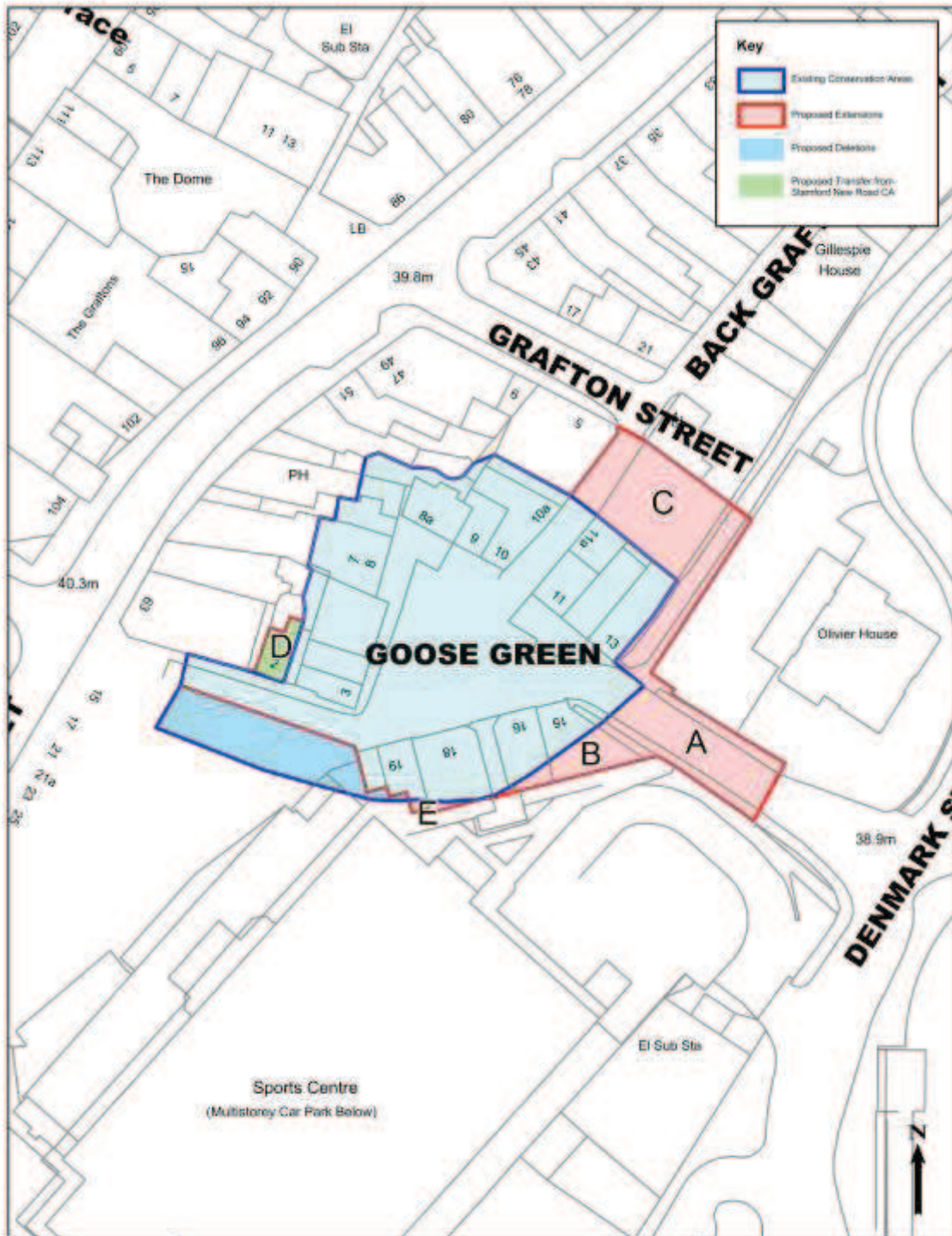
**George Street Conservation Area
Proposed Changes to Boundaries**

DRAWN BY: David Harrison

DATE: 3 December 2013

NOT TO SCALE

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Ordnance Survey 100023172.



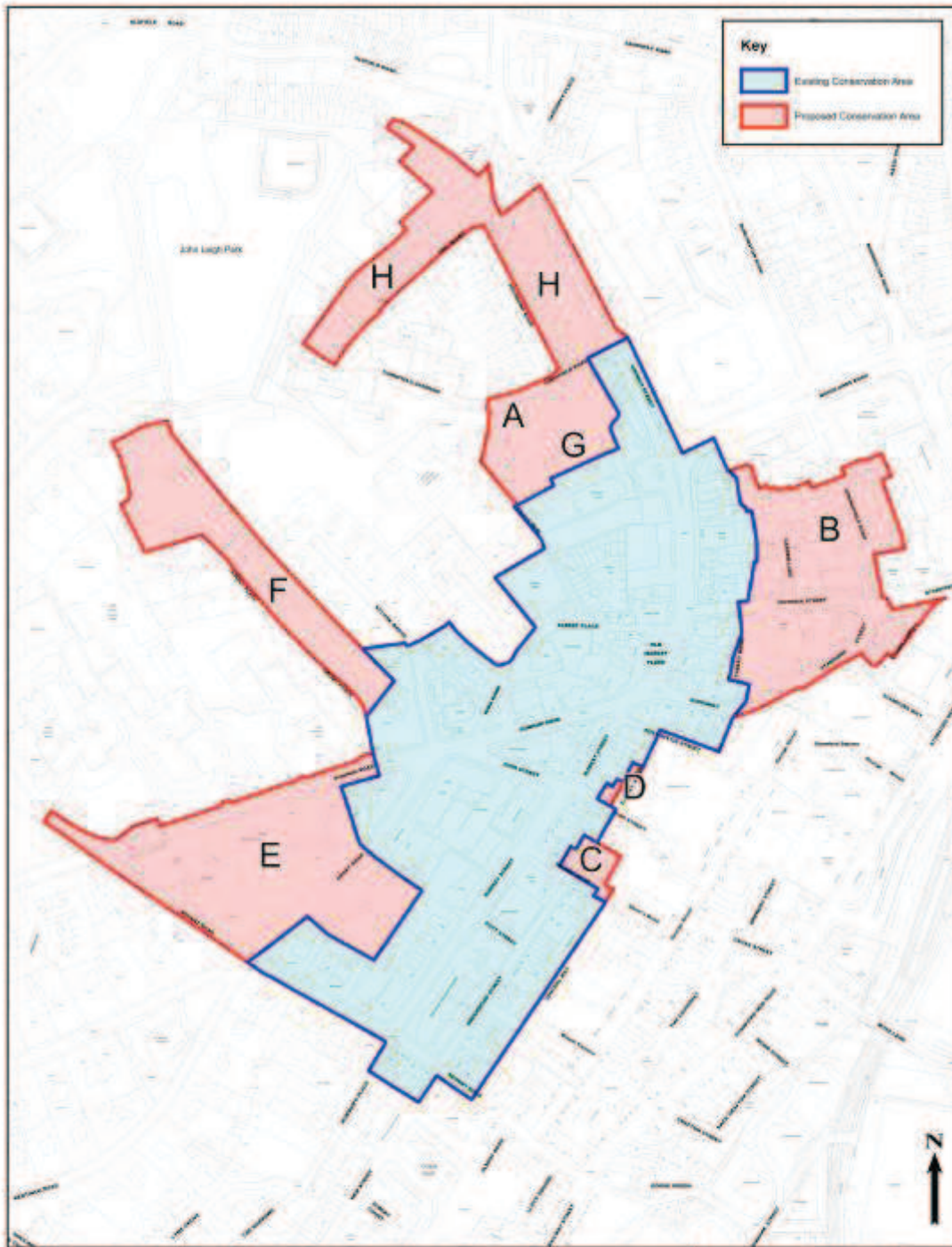
**Goose Green Conservation Area
Proposed Changes to Boundaries**

DRAWN BY: David Harrison

DATE: 3 December 2013

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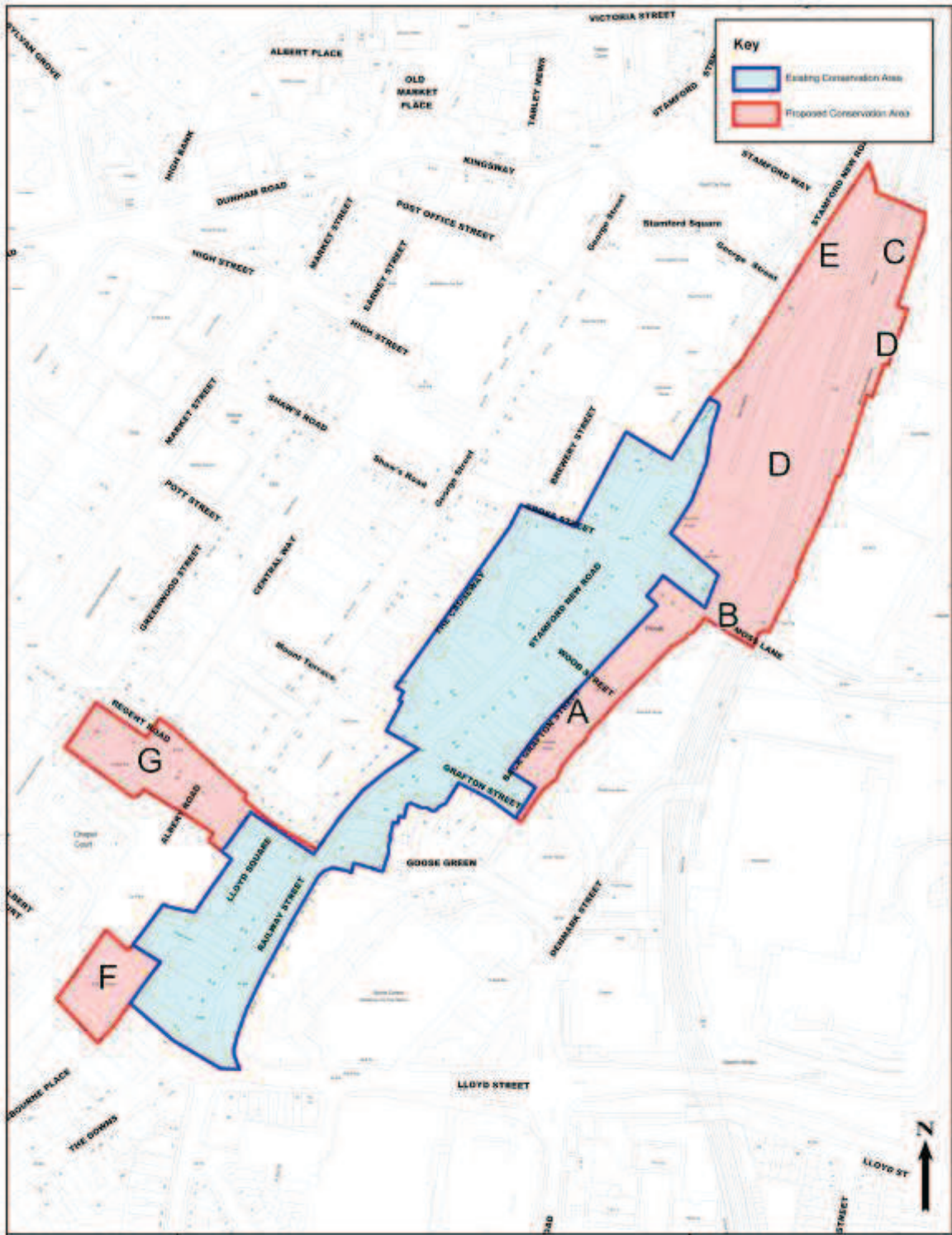
**Old Market Place Conservation Area
Proposed Changes to Boundaries**

DRAWN BY: David Harrison

DATE: 3 December 2013

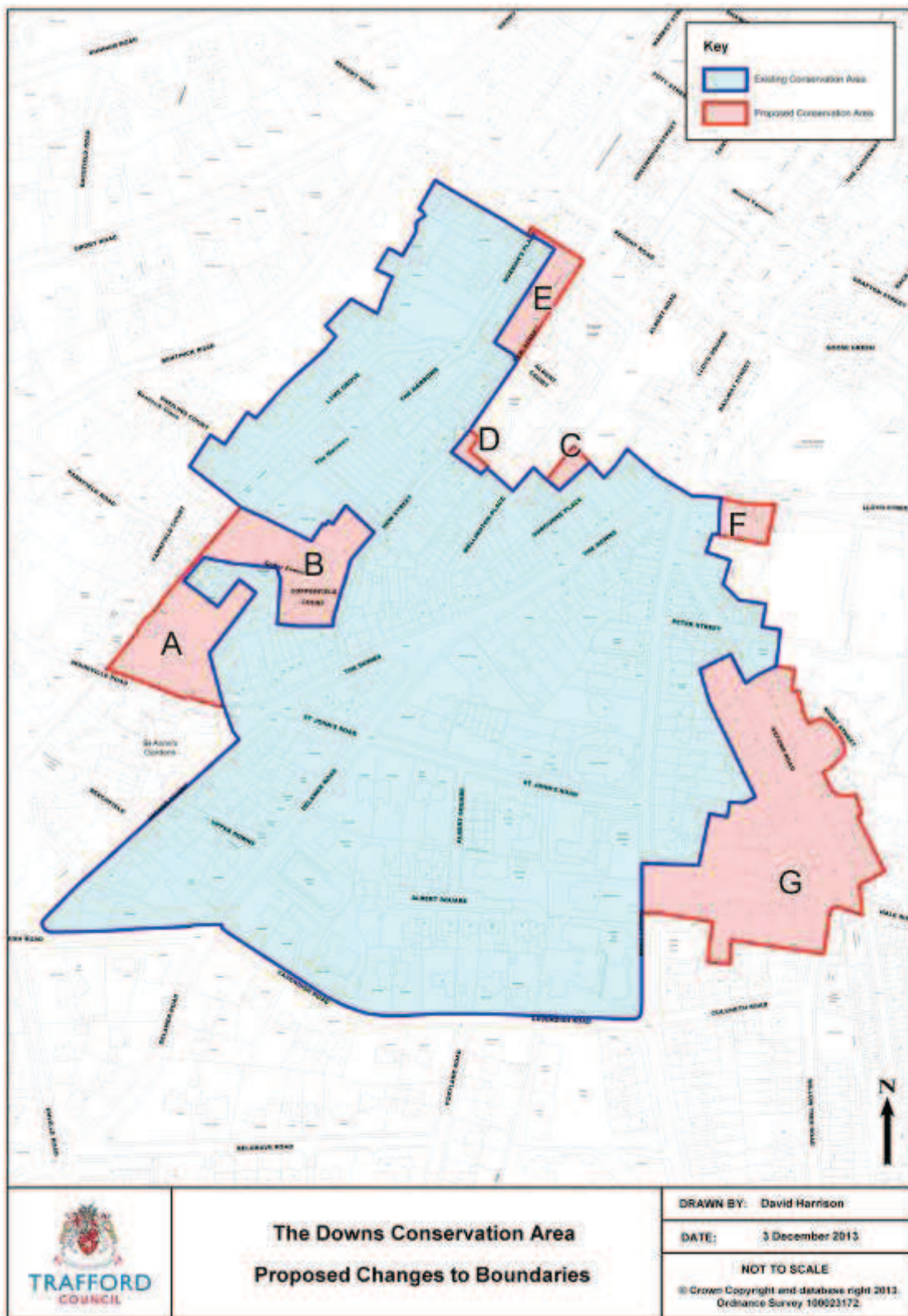
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Stamford New Road Conservation Area
Proposed Changes to Boundaries

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Agenda Item 7

TRAFFORD COUNCIL

Report to: Planning Development Control Committee
Date: 13th February 2014
Report for: Decision
Report of: Head of Planning Services

Report Title

Cornbrook Hub Strategic Regeneration Framework

Summary

This report seeks approval of a Strategic Regeneration Framework (SRF) for the Cornbrook Hub area of Old Trafford. The SRF would provide the context for future development at the site and allow its full economic, social and environmental potential to be achieved.

Recommendation(s)

That Committee is recommended to:

1. Endorse, in principle, the new Strategic Regeneration Framework for The Cornbrook Hub site; and,
2. Request the Chief Executive to undertake a public consultation exercise on the SRF with local residents, businesses and stakeholders, and to report back to Planning Development Control Committee on the outcome of the consultation.

Contact person for access to background papers and further information:

Name: Rob Haslam
Extension: 4788

Background Papers:

Cornbrook Hub Strategic Regeneration Framework – November 2013 (Manchester Ship Canal Developments / 5plus Architects).

Relationship to Corporate Priorities	Economic Growth and Development; Safe Place to Live - Fighting Crime;
Financial	None directly from this report.
Legal Implications	None directly from this report.
Equality/Diversity Implications	None directly from this report.
Sustainability Implications	None directly from this report.
Staffing/E-Government/Asset Management Implications	None directly from this report.
Risk Management Implications	None directly from this report.
Health and Safety Implications	None directly from this report.

1.0 Background

- 1.1 The Cornbrook and St Georges area is situated on the fringe of the city centre and is part of a ribbon of development around the Bridgewater Canal and railway lines that links the city centre with other parts of the regional centre within Salford and Trafford. Whilst the Cornbrook/St Georges area has many attributes including the presence of a Metrolink station, and has benefited from some development within Manchester, principally residentially led, it is unlikely that significant and comprehensive change can or will take place here in the absence of a coordinated approach to its regeneration.
- 1.2 Manchester Ship Canal Developments (MSCD) which is owned by Peel (51%) and Manchester Mortgage Company (49%) has a significant land holding in this area, within both Manchester and Trafford, and they propose to develop large scale residential schemes on the Pomona site within Trafford. As part of their broader strategy, they have identified the area around the Cornbrook Metrolink station as a place where early activity and intervention could act as a catalyst to redevelopment within the broader area.
- 1.3 In order to drive this forward, MSCD has produced a regeneration framework for Cornbrook to identify how the area could be transformed to create a new place. The area is located at a strategically important gateway to the city centre. It is adjacent to Chester Road, the Bridgewater Canal and the Cornbrook Metrolink station and is situated partly in Manchester and partly in Trafford. It contains around 2.3 hectares (ha) of land that is divided into three distinct parcels by an operational railway viaduct that is used by heavy rail and the Metrolink system. The land in Manchester is around 1 ha and bounded by Chester Road, the railway viaduct and Cornbrook Road. It is largely vacant with some land occupied by a mix of low grade uses.
- 1.4 The remaining land is in Trafford, bounded by the Bridgewater Canal and the viaduct and divided into two parcels by Cornbrook Road. The northern part is 1.10 ha and is occupied by heavy industrial uses and the southern part is around 0.21 ha and is vacant.
- 1.5 The existing uses comprise heavy industrial and low grade activity and in this sense the area is typical of a city centre fringe location. The scrap metal and

open storage yards detract from the environmental quality of the area and contribute little to the economy or the environment. The area is therefore very different in its character and appearance to areas that have been successfully regenerated elsewhere within and around the regional centre. The St. Georges area immediately to the north had very similar characteristics, but, as stated above, has now been regenerated as a residential location with over 1,000 apartments along with office space and retail and leisure facilities. The Cornbrook Metrolink station functions as an interchange facility within the Metrolink network, and whilst it does have ground level access from Cornbrook Rd, the general lack of activity and the poor quality and hostile nature of the environment mean that the station is underused.

- 1.6 The area of Trafford covered by the Cornbrook Hub SRF includes a Grade II listed structure known as Brindley's Weir. This is Mid-18th Century culvert basin and drain sump, designed to allow the Corn Brook to flow under the Bridgewater Canal. The basin and drain sump represent an important example of ancillary canal engineering associated with James Brindley, one of the most important engineers of the canal era.

2.0 Proposals

- 2.1 The redevelopment would need to be of sufficient scale to transform and regenerate the area and deliver the step change required to ensure that Cornbrook becomes a place where people choose to live, work and invest and complements regeneration in the broader area. The SRF explains that a regenerated site could deliver:

- a new gateway to the city centre and an enhanced Cornbrook Metrolink Station;
- high density of commercial mixed use development and distinctive architecture;
- new uses that would add vitality to the area including residential, office space, retail, hotel, and community facilities; a high quality environment with the highest possible standards of urban design reflecting local distinctiveness with well-designed and integrated public space;
- around 1,750 new jobs during construction and upon occupation;
- enhanced public realm around Cornbrook Metrolink station, to drive increased patronage and create investor and occupier confidence;
- an area that is integrated and well connected with its surroundings;
- the replacement of incompatible land uses with high quality buildings within a much higher quality environment; and
- the reuse of the railway arches; improved permeability through the site providing improved access to the Metrolink Station, the Bridgewater Canal and Irwell River Park and associated pedestrian / cycling routes and the provision of local amenities for the community.

- 2.2 The SRF recommends that the area could accommodate a variety of uses including residential, retail, offices, hotel, community facilities and a range of uses that could support nearby residential communities. The precise location, distribution and balance of uses would be the subject of further detailed consideration, but the overall objective is to create a commercially-led mixed

use scheme. The land within Manchester has been identified as being suitable for the provision of a hotel, due to its proximity to the Metrolink station, and to the range of activities and attractions that are available across the regional centre, and this could be the anchor use on this site. It is envisaged that the arches could accommodate a range of temporary and permanent uses and help to drive footfall to areas beyond. Buildings on the land within Manchester could be of a higher density and scale than elsewhere within the area in order to mark the gateway to the city centre.

- 2.3 The land within Trafford has been identified as being suitable primarily for the provision of office and business suites. The SRF identifies approximately 19,00sqm of B1 office floorspace being developed on the land within Trafford across 4 buildings either side of Cornbrook Road.
- 2.4 The provision of retail space is considered to be crucial to the creation of a vital and vibrant place. Retail activity would enliven the ground floor environment, promote pedestrian movements and act as a catalyst for the other uses on the site. The retail offer would include specialist local independent retailers and modest food-led convenience, in a range of accommodation from purpose built units to 'pods' inserted within railway arches. The public realm could accommodate temporary events which would help to establish a destination at weekends and evenings throughout the year.
- 2.5 A variety of lease structures would be offered to encourage a mix of retail uses including flexible and turnover related deals for local traders, with long term leases for larger established retail operators. Convenience retailing would be targeted at and provide top-up shopping facilities for nearby communities, new residents and Metrolink users.
- 2.6 It is proposed to open up some of the railway arches to improve access and permeability. A direct pedestrian linkage would be created through the site linking residential communities to the pedestrian/cycle routes alongside the Bridgewater Canal. Connectivity to St Georges Island, Pomona Island and Timber Wharf would also be enhanced.

3.0 Delivery Strategy

- 3.1 It would be necessary to manage the relocation of the existing uses on the site and to ensure that more sustainable and appropriate accommodation is identified for those seeking to relocate.
- 3.2 Development parameters are provided in the SRF that would help to deliver the overall vision and guide the preparation and submission of detailed development proposals. This would inevitably be a complex process that would involve two distinct phases. Firstly, preparation works would need to be undertaken across the whole site including any necessary remediation and the provision of infrastructure. Subsequent phases of development would need to be brought forward alongside a strategy for interim uses on residual land. It is envisaged that the area in Manchester would be developed as the first phase. This would create a mass of activity and create an environment

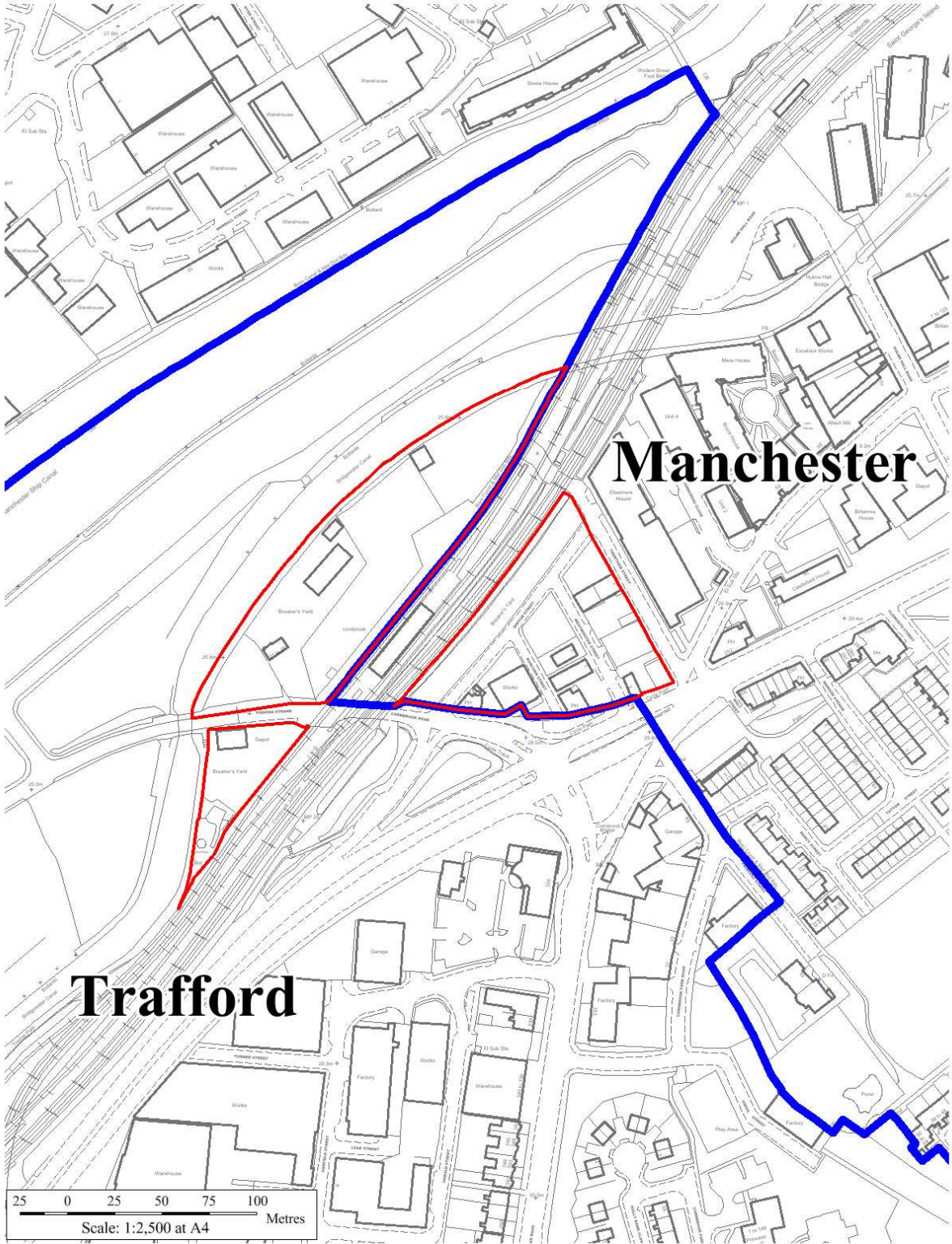
and the conditions that are required to support the development of subsequent phases in Trafford. The 'meanwhile/interim' uses would help to bring visitors to the site to help restore and promote the regeneration of the Cornbrook area.

- 3.3 Essentially, the SRF envisages that the development within Manchester (including the railway arches) would come forward in the first 5 years, with the office elements in Trafford coming forward over the next 5 to 15 years.
- 3.4 The sites within Trafford identified by the Cornbrook Hub SRF for offices are proposed to be allocated as such in the draft Trafford Local Plan: Land Allocations which is currently out for consultation. Policy EM3.2 Cornbrook Station Office Area allocates the land for offices (Use Class B1) and small scale ancillary/community uses (Use Classes A1, A2, A3, D1 and D2) limited to a level to meet the needs of the occupiers. The land also lies within the Pomona Strategic Location covered by Core Strategy SL1 and draft Land Allocations Plan Policy POM1, the latter of which seeks to deliver 20,000sqm of office floorspace in the Plan Period. Consultation on the draft Land Allocations Plan runs until 17th March 2014.

4.0 Conclusion

- 4.1 The full regeneration benefits of the development of the Cornbrook Hub can only be achieved if there is certainty in relation to the delivery of a comprehensive scheme, and therefore secure the satisfactory development of the site. The SRF provides a vision of how the area could be developed in order to create a new place and provide significant regeneration benefits within both Manchester and Trafford.
- 4.2 It would be important to ensure that any new development is of the highest quality and the initial phase, which would almost certainly be within Manchester, must create a critical mass of economic activity to act as a catalyst and promote and encourage investment and growth opportunities within the broader area.
- 4.3 The SRF promotes well connected development opportunities that would complement successful regeneration in nearby areas, including the development of the wider Pomona site and support the ongoing role of the city centre as the driving force of the regional economy.
- 4.4 The sustainability and long-term success of this site will depend upon its full integration into the physical and economic fabric of the area. It will also be important to ensure that the area is properly connected to adjacent communities in Manchester and Old Trafford, so that residents can benefit from the job opportunities that will be created.
- 4.5 Subject to endorsement by the Planning Development Control Committee, the framework will go out to public consultation. A further report will be brought back to the Committee in due course detailing responses to the consultation exercise.

Site Plan



Agenda Item 8

WARD: Davyhulme West

81926/FULL/2013

**PROPOSED STOPPING UP OF HIGHWAY AT WOODSEND CIRCLE, FLIXTON,
MANCHESTER M41 8GY
OS GRID REF: E: 373905 N: 395163**

Highway proposed to be stopped up under S247 of the Town & Country Planning Act 1990 to enable development to be carried out in accordance with planning permission applied for under reference 81926/FULL/2013.

APPLICANT: LSP Developments Ltd

RECOMMENDATION: THAT NO OBJECTION BE RAISED

SITE

Development proposals by LSP Developments Ltd.

PROPOSAL

The Department for Transport has advised the Council (the Local Highway Authority for the area of highway referred to and therefore a statutory consultee) of an application made to the Secretary of State for Transport under S247 of the Town & Country Planning Act 1990 to stop up an area of highway in Flixton described below in the Schedule and shown on the applicant's plan (copy attached).

RELEVANT PLANNING HISTORY

The stopping up, if approved, will be authorised only in order to enable the development to be carried out in accordance with the planning permission applied for to the Council under reference 81926/FULL/2013.

THE SCHEDULE

Description of highways to be stopped up

The highways to be stopped up are at Flixton and are more particularly delineated and shown diagonally zebra hatched black on the plan attached to this report and are:

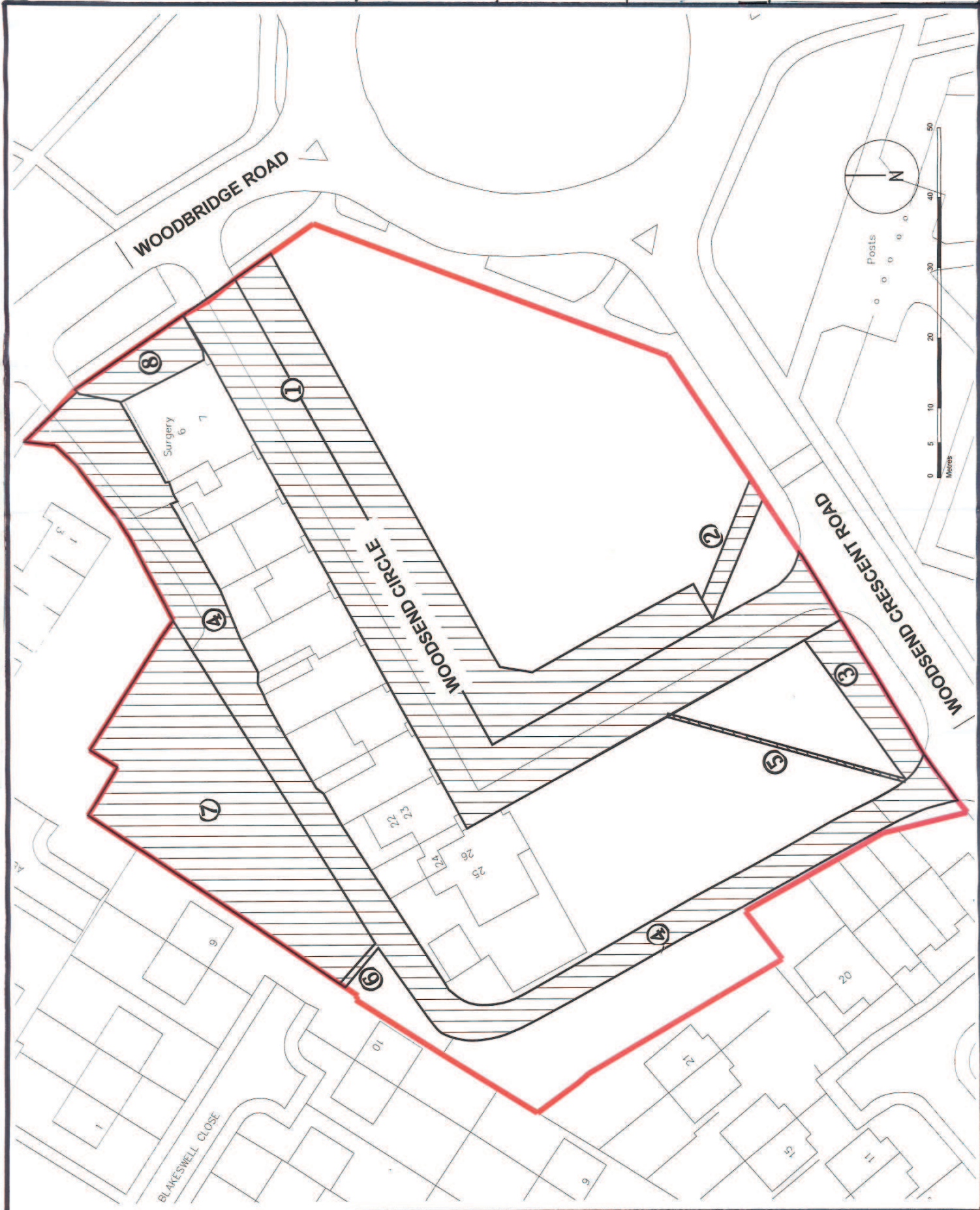
1. A length and part width of Woodsend Circle extending from its junction with Woodsend Crescent Road extending in a north westerly direction and then in a north easterly direction for a maximum distance of 144.8 metres and having a max width of 17.5 metres, (marked 1 on plan).
2. The whole of an unnamed footpath connecting Woodsend Crescent Road with Woodsend Circle, (marked 2 on plan).
3. An Irregular shaped northern part width of Woodsend Crescent Road commencing from its junction with the south west corner of Woodsend Circle extending in a south westerly direction for a maximum distance of 24.6 metres with a maximum width of 5.2 metres, (marked 3 on the plan).
4. The whole of an unnamed highway commencing from its junction with Woodsend Crescent Road extending in an north westerly direction and then in a north easterly direction to the rear of Nos. 6 – 26 Woodsend Circle, (marked 4 on plan).
5. The whole of an unnamed footpath connecting Woodsend Circle with the unnamed highway as described at 4 above, (marked 5 on plan).

6. The whole of unnamed footpath commencing 6.5 metres north west of the north western boundary of No. 24 Woodsend Circle extending in a generally north westerly direction, (marked 6 on plan).
7. The whole of former car park area to the rear of Nos. 12 - 26 Woodsend Circle, (marked 7 on plan).
8. The whole of an unnamed footpath and highway verge connecting Woodsend Circle with the unnamed highway as described at 4 above, (marked 8 on the plan).

RECOMMENDATION:

The recommendation is that the Committee consider raising no objection to this application for stopping up the area of highway described in the Schedule and shown on the attached plan.

HIGHWAYS AT FLIXTON IN THE BOROUGH OF TRAFFORD



Key Scale 1:500

Highway to be stopped up



National Transport Casework Team
Department for Transport
Plan No: NATTRAN/W/S247/1233

OS Grid Ref
: E: 373905 N: 395163
Post Code: M41 8GY

Signed by Authority of the Secretary of State
on.....2014

Signature.....
VICTORIA POINTER
An Official in the
National Transport Casework Team
Department for Transport

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