

# Former B&Q Store, Great Stone Road, Stretford, M32 0YP

## Planning Statement

**Former B&Q Store, Great Stone Road,  
Stretford, M32 0YP**  
Planning Statement  
March 2020

**WSP | Indigo**

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# 1. Preface

- 1.1. This proposal will:
- a. Increase housing supply to help meet identified needs and historic under-provision;
  - b. Reduce carbon by 6.2% above building regulations; and
  - c. Prioritise walking and cycling over the private car.
- 1.2. The proposed development is a redesign of a scheme previously refused planning permission in March 2019. The proposal has been taken to an independent design review who concluded *“that a site of this significance feels right for development at this scale, height and massing”*.
- 1.3. The resulting changes from March 2019 are:
- d. Reduction in height from 12 to 8 storeys above ground floor level;
  - e. Reduction in massing from one contiguous building to two (three buildings at ground level), and greater stepping and roof heights;
  - f. Reduction in the number of homes by 100;
  - g. Increased ratio of cycle storage to 1.22 cycle spaces per dwelling; and
  - h. Realignment of the proposed route through the site.
- 1.4. The proposal accords with the strategic objectives and opportunities identified within the emerging Civic Quarter AAP, including:
- i. Delivering homes which will contribute to achieving the council's aspiration to be carbon neutral by 2038;
  - j. Consolidate and rationalise car parking, removing existing surface level parking and moving this underground;
  - k. Diversifying the existing housing offering by introducing a mix of apartment sizes inclusive of family housing;
  - l. Introducing pedestrian and cycle routes through the site to a future metrolink stop, increasing permeability and connectivity; and
  - m. Supporting economic growth by introducing 324sqm of retail space, creating jobs and local spending.

## 2. Executive summary

- 2.1. WSP | Indigo has prepared this Planning Statement on behalf of Accrue (Forum) 1 LLP. It supports a planning application to redevelop the former B&Q store on Great Stone Road for a residential-led mixed-use scheme.
- 2.2. Meeting housing needs is a fundamental requirement of the planning system. It is a basic human need.
- 2.3. There is an urgent requirement to provide new homes across the UK, with Trafford no exception. This is universally accepted. Homes are required to meet a range of needs.
- 2.4. Trafford has an urgent need to provide more homes. It cannot demonstrate a five-year land supply. It needs to provide homes for smaller households as well as families, with a range of tenures and delivery methods to meet its diverse needs.
- 2.5. Planning policy seeks to make best use of brownfield land in urban areas to deliver this housing. This underpins sustainable development.
- 2.6. The application site is a brownfield site. It is a highly accessible and sustainable site.
- 2.7. It lies in an inner urban area, benefitting from available infrastructure and access to services and amenities.
- 2.8. It lies in a strategic location and a regeneration area identified for development, including new homes. The opportunity must be taken to capitalise on the site's potential so it can best meet needs.
- 2.9. It can and must play a crucial role in delivering new homes and regenerating a mixed-use urban area at the heart of Trafford. The site is located within the Lancashire County Cricket Club Quarter, a designation in the adopted Core Strategy where regeneration is focused, including substantial new residential development. It is also within the area covered by the Refreshed Stretford Masterplan (produced by the Council in 2018) which reaffirms it as a brownfield regeneration site. It also lies within the emerging Civic Quarter Area Action Plan. These designations and masterplans confirm the site should play a key role in breathing life and investment into the Old Trafford area.
- 2.10. The site is located in an inner urban area which benefits from excellent public transport connections, access to employment, leisure and services. The area has traditionally been a focus for higher density development, once offices but now residential.
- 2.11. As an accessible urban site, it must play its role in delivering the density of new homes and other uses that can meet the area and borough's needs. Planning policy at all levels seeks sustainable development that makes the best use of brownfield resources.
- 2.12. The proposal embraces its accessible urban location, its designation and takes the responsibility of using land efficiently to meet housing needs. The proposal includes 333 homes and commercial and community uses at ground-floor level. It creates a new streetscene and area of public realm at the front of the site, with car parking provided at basement level.
- 2.13. Sites at transport nodes such as this must be capitalised upon to deliver the scale of development needed to meet needs. The proposals will deliver a landmark building to act as a beacon for the ongoing regeneration of Old Trafford. It will work with other proposed developments such as UA92 to provide gravity of development and population to stimulate

the mixed-use area to achieve wider ambitions of creating an area where people live, work and spend leisure time. Without the gravity of residential development this level of sustainability cannot be reached.

- 2.14. The site lies at an interface between a higher density commercial area and lower density housing area. This provides great opportunity to the site. This has been embraced to create a scheme which is divided to have a lower scale half to respect the housing, whilst an increased scale half to complement the larger scale commercial area. This is critical in enabling a development which makes best use of the site, enhancing the area's urban design whilst respecting neighbours.
- 2.15. Scale and height in themselves do not cause harm, rather it is their impacts. In the absence of significant adverse impacts, there is no harm. The application documents demonstrate that there are no significant adverse impacts.
- 2.16. The proposals bring substantial benefits and provide the opportunity of meeting housing needs and creating high quality architecture to raise the design bar for the area.
- 2.17. These substantial benefits outweigh any harm in the planning balance, which aligned to the significant policy support (as set out below), justify consent.
- 2.18. The Planning Statement considers the development plan and material considerations. It concludes that the proposed development accords with the statutory development plan and material considerations support the grant of planning permission.
- 2.19. The following summary demonstrates that the proposal not only accords with the development plan, but also will play a significant role in meeting its strategic objectives.

### **Core Strategy**

- 2.20. The Core Strategy (adopted 2012) contains eight strategic objectives for the borough. The proposed development will help deliver in the following ways.

### **Strategic Objectives**

- 2.21. The proposal will:
  - i. Help meet housing needs, by providing homes of an appropriate size, at a high density, in tenures suitable to meet identified needs and increasing demands;
  - ii. Physically regenerate a vacant site and bring environmental benefits through the greening of the site; the proposal will enable economic benefits through job creation and increased GVA, and will help reduce inequalities through a variety of new housing stock;
  - iii. Deliver new homes suitable for people wishing to work locally, as well as generating employment growth;
  - iv. Provide new housing to help the ongoing efforts to revitalise Stretford town centre, by being located one stop from the town centre on the Metrolink, and by providing a population body who will contribute to the economy of the town through additional expenditure;
  - v. Deliver landscaping and greening to 'green' the streetscene, whilst providing financial contributions towards open space via S106;
  - vi. Reduce the need to travel, by virtue of providing "significant levels of development in the most sustainable locations in the borough";
  - vii. Be developed under the principles of sustainable development and construction; and



- viii. Protect heritage assets.

### **Old Trafford Objectives**

- 2.22. The Core Strategy sets out 25 objectives for the Old Trafford area (in which the application site is located). The proposed development will help deliver these objectives. It will:
- i. Improve the quality, mix and type of residential offer, with a varied mix of studio, 1-bed, 2-bed and 3-bed properties;
  - ii. Redevelop a derelict site;
  - iii. By introducing flexible space at ground-floor, the proposal could include an opportunity for improved health care provision and/or other demanded provisions, to meet the needs of local people;
  - iv. Provide a safe and secure environment as it has been assessed by Greater Manchester Police's Design for Security team and found acceptable subject to detailed design matters;
  - v. Redevelop a vacant site and has been designed to create a new public realm along the front of the site, improving the streetscene and the appearance and quality of the environment;
  - vi. Enable a future pedestrian and cycle link through the site to Old Trafford Metrolink station, thus improving connectivity between neighbourhoods;
  - vii. Include flexible spaces at ground-floor level, which could be used to meet the needs of young adults and youths;
  - viii. OTO8 relates to Pomona Island and is not relevant;
  - ix. OTO9 relates to employment skills to access jobs in the Regional Centre and Trafford Park; although not directly relevant to the application, the proposal is broadly in line with this objective, insofar as development in this location will have excellent connectivity to the Regional Centre and good connectivity to Trafford Park;
  - x. This objective is to provide the area with the right conditions to retain more economically mobile residents; the proposal will help residents who seek to live in purpose-built, apartments in Trafford rather than the more expensive parts of Salford Quays or Manchester city centre;
  - xi. Have no detriment on Lancashire County Cricket Club; indeed, in accordance with this objective, the application scheme is "major regeneration in the area" in its own right, making exceptional use of its location adjacent to the stadium;
  - xii. Support efforts to regenerate Stretford town centre, by providing a population density in a location with excellent connectivity to the centre via public transport;
  - xiii. This relates to access to the River Irwell and is not relevant;
  - xiv. Assist the quality of open space in strategic locations through financial contributions;
  - xv. Help the quality of green spaces in the area through financial contributions;
  - xvi. Help the quality and provision of outdoor sport facilities through financial contributions;
  - xvii. Facilitate improved access to Old Trafford Metrolink, to help continue to open up job opportunities elsewhere in the city region for local residents;
  - xviii. The proposal's trip generation is similar to the lawful use of the site as a DIY store; to

reduce the impact of traffic in the area, the application proposes improved walking and cycling environments;

- xix. Encourage cycling and walking and use of the public transport network, through limiting the use of the private car;
- xx. The aim to improve orbital transport links is not relevant to this proposal;
- xxi. The aim to maximise the opportunity for walking and cycling along the Bridgewater Canal is not relevant to this proposal;
- xxii. A Carbon Budget Statement accompanies the application, which demonstrates how the scheme will be built in accordance with latest environmental standards;
- xxiii. The proposal conforms to the energy hierarchy to reduce energy use;
- xxiv. Incorporates and maximises the amount of green roof, whilst also including new tree planting in particular in the public realm; and
- xxv. Protects the setting of historic buildings and landmarks.

### Lancashire County Cricket Club Quarter

2.23. Policy SL3 of the Core Strategy pertains to the LCCC Quarter.

2.24. SL3.1 states that both:

- a major mixed-use development will be delivered in this location (“to provide a high quality experience for visitors”
- and “a new high quality residential neighbourhood centred around an improved stadium at LCCC.”

2.25. The improved stadium has already been delivered, including floodlighting and new facilities, along with major mixed-use elements including a hotel and a conference centre. However, the residential neighbourhood centred around the stadium has hitherto not yet been proposed [WSP | Indigo emphasis].

2.26. The extent of the LCCC Quarter is shown as LAN1 and LAN2 on the unadopted Draft Allocations Consultation Draft Policies Map, Figure 1 below.

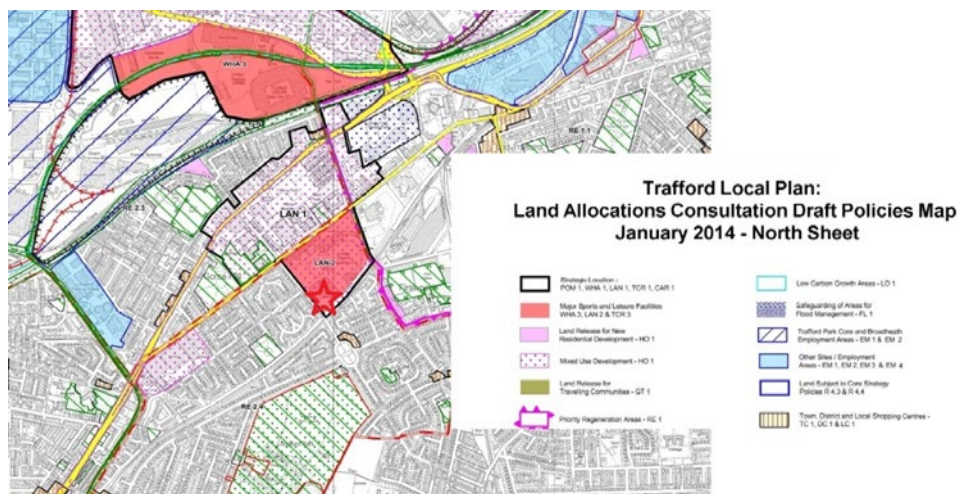


Figure 1: Extract from Draft Land Allocations Plan

- 2.27. There are five strands to this policy, set out in SL3.2, such as that the residential neighbourhood includes “400 residential units comprising predominantly accommodation suitable for families.”
- 2.28. In the plan period to date, a large proportion of the 400 units have been approved in the LCCC Quarter, through new development or by permitted development rights to change the use of a property from office to residential. The planning applications for new residential use have sought consent for high-rise development, including a 12-storey development at the former MKM House (reference: 88279/FUL/16) and a 10 storey block of 90 apartments at 86 Talbot Road (88792/FUL/16).
- 2.29. The policy also sets out seven considerations as to whether development will be acceptable in the strategic location. These are set out below, including a summary of how the proposal complies with the considerations:
- i. Provision of community facilities; the scheme includes ground floor uses capable of being used by the community, including potentially medical or health care facilities;
  - ii. Contribution to the ‘strategic processional route’; the processional route does not pass the application site, however the application does propose significantly improved public realm and streetscene to Great Stone Road;
  - iii. A Flood Risk Assessment; an FRA has been undertaken and shows that the development is acceptable in this regard insofar as flood risk will not be increased elsewhere;
  - iv. Protect, preserve and enhance the listed Town Hall; a Heritage Statement shows that there will be negligible impact on the Town Hall’s setting or its significance;
  - v. Contribute towards additional utility capacity; initial work undertaken on the planning application shows that additional capacity is not required to support the proposed development; this is shown in the supporting Drainage Strategy;
  - vi. Incorporate features to enhance biodiversity, such as landscaping and green roofs; the application reserves landscaping for future consideration, but the illustrative material demonstrates that large areas of green roof can be incorporated, whilst the streetscene of Great Stone Road will include new tree planting; and
  - vii. “Provision of affordable housing in accordance with Policy L2”; Policy L2 seeks a 5% level of affordable housing in “cold” market locations, such as Old Trafford.
- 2.30. Policy L1 is the lead policy for the provision of land for new homes. It requires a **minimum** of 12,210 new homes up to 2026. The policy is explicit in treating this figure as a minimum. Therefore, as the provision of new homes in the borough has been substantially lower than anticipated, and the Council can demonstrate only a housing supply of approximately three years, the figure of 400 new homes in Policy SL3 should not be treated as a maximum.

### Other Policies

- 2.31. There are other policies within the Core Strategy that are applicable to this proposal. The proposal provides car parking that complies with the maximum parking standards. The proposal provides cycle parking in excess of the minimum standards of 1 space per 20 dwellings. Providing 400 cycle spaces for 333 dwellings is a generous number of dedicated spaces which will have a positive effect in promoting active travel over and above personal vehicles.

- 2.32. The relevant policy (L4.15) states that each development will “normally” be expected to provide the minimum. In addition to exceeding the minimum provision, the development has good walking connectivity and its public transport accessibility is also very good, by virtue of several bus services and the adjacent Metrolink.
- 2.33. Policy L7 covers design matters:-
- i. The development utilises the opportunity to improve the character and quality of the area, particularly the streetscene and public realm
  - ii. The proposal will provide for open space in accordance with Policy R5
  - iii. The proposal has a suitable access and sufficient off-street parking
  - iv. The proposal can be adequately serviced and served
  - v. The proposal has adequate provision of recycling facilities
  - vi. The proposal is compatible with the surrounding area in terms of noise, vibration, air quality, privacy and daylight/sunlight
  - vii. The proposal is designed to reduce the opportunity for crime and to protect public safety
  - viii. The proposal will be fully accessible; and
  - ix. The proposal will be well connected

### **Summary**

- 2.34. Having regard to all other relevant policies in the plan, such as those concerning climate change and the historic and natural environment, it is evident that the proposed development accords with the development plan and should be approved without delay.



### 3. Introduction

- 3.1. WSP | Indigo has prepared this Planning Statement on behalf of Accrue (Forum) 1 LLP in support of an outline planning application at the former B&Q store on Great Stone Road. The application proposes

*The demolition of existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal spaces ancillary to the residential use; flexible space for use classes A1, A3, D1 and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure.*

- 3.2. Landscaping is reserved for future consideration.
- 3.3. The proposal is an amended scheme following the refusal of planning application reference: 94974/OUT/18 in March 2019.
- 3.4. Full details of the proposals are set out in Section 4 and in the accompanying Design and Access Statement.
- 3.5. The application is an exciting opportunity to deliver a landmark development in a strategic location in the Old Trafford part of Stretford (notably, the site is within Old Trafford as defined in the adopted Core Strategy, but also the area covered by the Stretford Masterplan). The site is identified in Figure 2 below. It abuts Old Trafford Cricket Ground and is situated on a quadrant of commercial and large scale uses encircled by Great Stone Road, Talbot Road, Brian Statham Way and the Metrolink.



Figure 2 (source: Google maps)

- 3.6. The site is not designated for any specific use within the Core Strategy (adopted January 2012), however, it is situated within a wider area described by the LPA as the Lancashire County Cricket Club (LCCC) Quarter, where a number of development opportunities are identified. These include improving the cricket ground, providing ancillary leisure uses,

securing improvements to local community facilities and services, improving public transport and highway infrastructure, and most pertinently, delivering around 400 new residential units centred around the cricket ground.

- 3.7. This Planning Statement demonstrates that the proposals accord with local and national planning policy and other material considerations relevant to the determination of the application. The proposal accords with the development plan and should be approved without delay; our conclusions are reached due to the following reasons.

**Reason 1**

- 3.8. The proposed residential development is an appropriate use at the site and is therefore acceptable in principle.

**Reason 2**

- 3.9. The proposal will result in economic, environmental and social benefits.

**Reason 3**

- 3.10. There are no other material considerations which indicate that planning permission should not be forthcoming.

## 4. Site Context

### Site and Surroundings

- 4.1. The application site is located immediately adjacent to Old Trafford Cricket Ground. In terms of wider context, it is within 3km of the edge of Manchester city centre, within 2km of Salford Quays and is one stop on the Metrolink from Stretford town centre.
- 4.2. The site measures approximately 1ha in size, is broadly rectangular and comprises the former B&Q store, a large area of car parking and associated structures.
- 4.3. The application site is defined to the south east by the Metrolink line and to the south west by Great Stone Road. Old Trafford Cricket Ground, which is home to Lancashire County Cricket Club (LCCC) adjoins the site to the north-east and north-west. Further north along Great Stone Road are large office blocks.
- 4.4. The site is largely flat however Great Stone Road rises in height on the approach to the bridge over the Metrolink, meaning that much of the southern/eastern part of the site is substantially lower than road level. The existing site does not relate well to the streetscene.
- 4.5. The site's vehicular access is in the north-west corner of the site and will be retained.
- 4.6. The site benefits from access to excellent transport links. Several bus services operate close by, with five different stops within 400m of the site. These enable direct access to Sale, Stretford, and Manchester city centre. Old Trafford tram stop is located to the east of the site with direct connections to Stretford, Altrincham and both Manchester Piccadilly and Manchester Victoria, whilst Manchester Airport can be reached via one change at Trafford Bar.

### Local Facilities

- 4.7. A large variety of services and facilities are within walking distance of the site, including a high school, a college, primary schools, convenience stores and supermarket, and local parks. Healthcare and medical facilities are listed in **Appendix 1**.
- 4.8. Stretford town centre can be quickly reached by bike, bus or tram.

### Employment Opportunities

- 4.9. The site is well connected with local employment sites, including Trafford College, Trafford Council, Manchester United Football Club, Lancashire County Cricket Club, Oakland House, Alexander House, Centrica, The Lancastrian Office Centre and the proposed UA92 site (formerly Kellogg's).

### Planning History

- 4.10. **Appendix 2** provides a summary of the relevant planning applications associated with the site. The site has been occupied by the B&Q since the 1970s; in 2017, the demolition of the store was approved.
- 4.11. The surrounding area has been characterised by ongoing transformation, which will continue within the context of the Core Strategy, Stretford Masterplan, Civic Quarter Masterplan and UA92:
  - 2010: The Point conference centre opens

- 2012: Tesco superstore opens
- 2013: Stretford Masterplan published
- 2016: B&Q announce closure of its Stretford store
- 2017: Hilton Hotel opens adjacent to the cricket ground
- 2017: Draft Refreshed Stretford Masterplan published
- 2017: UA92 announced
- 2018: Refreshed Stretford Masterplan approved
- 2018: Civic Quarter Masterplan published
- 2018: PC World proposed to be replaced by Lidl
- 2019: UA92 opens
- 2020: Civic Quarter Area Action Plan published
- 2020: Development proposed grounds of UA92 including 750 new homes
- 2020: Metrolink extension opens, including tram stop at Wharfside
- 2020: Stretford Area Action Plan proposed



## 5. Proposed Development

### Design

- 5.1. The proposed development comprises two buildings of up to eight storeys in height above the ground floor. The development extends to eight storeys in the eastern corner, close to the railway tracks and steps down in height towards Great Stone Road.
- 5.2. Vehicle parking, cycle parking and refuse storage will be provided at basement level.
- 5.3. The buildings will be separated by two internal courtyards, creating shared amenity space for residents and pleasant views across the development. Balconies and private gardens are also provided, with no areas being limited to steps only.
- 5.4. There are several routes of pedestrian access into and across the site, enhancing permeability. A mixture of stepped and direct level access is provided.

### Proposed uses

- 5.5. The proposed development comprises the following:
  - 333 apartments (a mix of 2 no. studio bed, 108 no. 1 bed, 190 no. 2 bed and 33 no. 3 bed apartments);
  - 144 sqm of commercial retail space, designed to be adaptable for A1, A2, D1 or D2 uses;
  - 180sqm of café space;
  - 133sqm of flexible resident amenity space at ground floor for use by residents;
  - Car parking facilities below ground floor providing 98 car parking spaces;
  - Cycle parking facilities providing secure cycle storage for 400 bicycles;
  - Bin storage facilities at lower ground floor;
  - Roof terraces, balconies and 37 private gardens at ground floor; and
  - Landscaped courtyards and new public realm.

### Landscaping

- 5.6. Approval for a detailed landscaping scheme will be sought at reserved matters stage however, an indicative landscaping statement is provided.
- 5.7. The principal areas of landscaping will be delivered in the form of two large, landscaped, internal courtyards that offer informal space for socialising and general amenity. They allow for access into the residential blocks and spill out space for the residential amenity area.
- 5.8. Further landscaped areas will be provided in the form of roof gardens and private gardens creating defensible space.
- 5.9. In addition, external areas will be landscaped, in particular along Great Stone Road and along the site boundary adjacent to the Metrolink line.

## Access

- 5.10. Existing vehicular access to the site will be retained. Access / egress will lead to a private access road which runs adjacent to the north-west boundary of the site which will be utilised for servicing and vehicular access to the car park.
- 5.11. Dedicated pedestrian / cycle access will be taken centrally from Great Stone Road.
- 5.12. This level also provides access to the central courtyards and the community / commercial spaces that front onto new public realm and Great Stone Road.
- 5.13. There will also be pedestrian access provided into and through the site, with potential to connect to the Metrolink; this will facilitate access to Old Trafford Metrolink stop in the future.

## Pre-application

- 5.14. The applicant first discussed the site with the LPA in summer 2017. In all meetings with the council in the intervening period, the council has always agreed with the principle of residential development on this site.
- 5.15. The disagreement has stemmed from design and quantum of development and associated impacts.

## Scheme evolution

- 5.16. An outline application (94974/OUT/18) was submitted in July 2018 for a mixed-use scheme of 4 to 12 storeys. The outline application was refused on 29 March 2019. There were nine reasons for refusal relating to design, planning obligations, amenity, wind, heritage, impact on Lancashire Cricket Club and parking.
- 5.17. Since March 2019, further work has been undertaken develop a revised scheme which addresses the nine reasons for refusal, reducing the scale and massing, and enhancing design. The design access statement provides more information in this regard.
- 5.18. A revised scheme was presented at a Places Matter design panel (20 November 2019) to obtain feedback on the revised design. The feedback from panel members was positive, concluding that the scale, height and massing is appropriate for this site, and a rigid limit of six storey was not necessary. The panel provided constructive comments on how to further improve the scheme which have been incorporated where possible into this re-submission proposal, including:
- Splitting the proposal into separate buildings;
  - Reducing the number of parking spaces;
  - Private gardens introduced to create defensible space, replacing the service road along the northern boundary;
  - A new direct pedestrian access created from pavement level;
  - Reduced podium area to create level access at courtyard level; and
  - Introducing a double height pedestrian link between buildings.
- 5.19. The panel's written comments (a to x) are included within their written feedback letter dated 3 December 2019. A copy of the Places Matter feedback is enclosed within the Design Access Statement, along with detail on how these recommendations have been incorporated.
- 5.20. The accompanying reports which support this application, notably the Design and Access Statement and the TVIA demonstrate how the scheme has been designed to conform to its context in the corner of the LCCC Quarter and the Civic Quarter. Furthermore, at present there is no real streetscene to this part of Great Stone Road. The site itself is a poor quality low-rise retail store that fails to interact with the street. Much of the site is lower than the

street, leaving views of the back of the cricket stadium, with an expanse of car park in the intervening area. The proposal will create usable and active public realm that is level with Great Stone Road.

- 5.21. The supporting surveys, assessments and reports that accompany the application unequivocally address the reasons for refusal and the feedback received during the pre-app and determination of the application. This is summarised within this Planning Statement.

## 6. Relevant Planning Policy

- 6.1. This section sets out the relevant policies for consideration in determining this application. Please note, heritage matters are dealt with in separate submission documents, which are summarised at Section 9.

### National Planning Policy

#### National Planning Policy Framework

- 6.2. The National Planning Policy Framework (NPPF), revised in February 2019, is a material consideration and must be taken into account when assessing the proposals.
- 6.3. Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development. This is defined as having three strands: economic, social and environmental, which should be sought jointly and simultaneously.
- 6.4. Proposed development that accords with an up-to-date Local Plan should be approved.
- 6.5. Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay; and where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless adverse impacts outweigh the benefits when assessed against the NPPF as a whole, or the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed.
- 6.6. Paragraph 60 requires strategic plans to be based upon a local housing need assessment (ie the 'standard method'), unless there are exceptional circumstances that justify an alternative approach which also reflects current and future demographic trends and market signals.
- 6.7. NPPF requires councils to significantly boost the supply of housing.
- 6.8. Section 12 sets out a requirement for good design, enabling the development to function well over its lifetime, establish a strong sense of place, optimise the potential of the site to accommodate development, respond to local character and history, create safe and accessible environments and appear visually attractive (paragraph 127).
- 6.9. The planning system can play an important role in promoting social interaction and creating healthy, inclusive communities through developments which incorporate active frontages, mixed uses and safe, legible urban environments (paragraph 91).
- 6.10. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance (paragraph 189).
- 6.11. Local planning authorities should consider the impact of a proposed development on the significance of the heritage asset. The more important the greater the weight should be given to its conservation (paragraph 193). Proposals which will lead to less than substantial harm to the significance of a designated heritage asset should be weighed against the public benefits of the proposal (paragraph 196).

- 6.12. Local authorities should approach decision-taking in a positive and creative way, working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers should seek to approve applications for sustainable development wherever possible (paragraph 38).

### **Greater Manchester Spatial Framework**

- 6.13. The Greater Manchester Spatial Framework (GMSF) is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016; and the most recent consultation closed in March 2019.
- 6.14. The GMSF will be a material consideration in the determination of this application but will be afforded limited weight until such a time when it is adopted.

### **Local Planning Policy**

- 6.15. For the purposes of this application, the Development Plan for Trafford comprises the Trafford Core Strategy (adopted 2012) and the 'saved' policies of the Revised Trafford Unitary Development Plan (UDP) (adopted 2006).

### **Trafford Core Strategy**

- 6.16. The Trafford Core Strategy (2012) sets out the spatial framework for delivering the development and change needed in the Borough up to 2026.
- 6.17. Trafford Council undertook a review of their local plan policies to identify compliance with the NPPF February 2019.
- 6.18. The site is located within the identified 'Inner Area' on the adopted policies map (2013) and falls within the wider area known as the Lancashire County Cricket Club (LCCC) Quarter Strategic Location under Policy SL3, but is not designated for any specific use or development within the Core Strategy.
- 6.19. Policy SL3: *Lancashire County Cricket Club Quarter* outlines that a major mixed-use development will be delivered in this strategic location to provide a high quality experience for visitors balanced with a new, high quality residential neighbourhood centred around an improved stadium at Lancashire County Cricket Club. The council consider that this location can deliver, amongst others, 400 residents units comprising predominately accommodation suitable for families, improvements to education, community and commercial facilities, and improvements to the local highway network and better linkages with public transport infrastructure. The council's review identified that the policy is generally consistent with the NPPF but parts relating to housing land supply and heritage are partly out of date.
- 6.20. Policy L1: *Land for New Homes* seeks to protect and promote cohesive, mixed and thriving communities, offering the right kind of homes in the right locations. The scale of housing provision and its distribution is designed to meet the needs of the existing community and to support the economic growth of the City Region. The council identified that the parts of this policy relating to housing land requirements are considered out of date.
- 6.21. Policy L2: *Meeting Housing Needs* outlines the Council's requirement to ensure that sufficient land is made available to maintain a rolling five-year supply of deliverable land for housing, but also to ensure that there is an adequate mix of housing types and sizes to meet the needs of the community. Appropriate provision should be made to provide affordable housing on development of 15 or more dwellings in "cold" locations. The council identified that the reference to housing number and housing land supply is out of date and should be afforded less weight.

- 6.22. Policy L4: *Sustainable Transport and Accessibility* recognises the importance of improving accessibility to building sustainable communities and creating a competitive and efficient labour market within the sub-region. Accessibility to housing, employment, health, education, shopping, culture, sports and leisure and other essential facilities is influenced by two factors; where development is located and the quality and choice of transport links available to serve that development. The key test in considering impact for new development is not consistent with the NPPF and is considered out of date.
- 6.23. Policy L5: *Climate Change* identifies the importance of the effects of climate which need to be considered at all stages of the development process in order to ensure that all development minimises impacts and mitigates effects. The policy is not consistent with the NPPF and so less weight should be afforded to this policy in respect to climate change.
- 6.24. Policy L7: *Design* identifies a number of criteria upon which proposed development must adhere to and include; design quality; functionality; protecting amenity; security and accessibility.
- 6.25. Policy L8: *Planning Obligations* states that a proposed development would, if implemented, create a need for a particular facility or generate specific adverse impacts that cannot be provided for, or mitigated against through the use of planning conditions, the Council will seek to negotiate appropriate planning obligation(s) to make the development acceptable and sustainable. Some sections of the policy are out of date and so less weight can be given to this policy.
- 6.26. Policy W1: *Economy* identifies that Trafford seeks to remain competitive and contribute to the growth of the economy of the sub-region and in order to do so it needs to continue to diversify its range of employment types. The aim of this policy is to facilitate the continued modernisation and revival of industrial and commercial activity through the release of sufficient land.
- 6.27. Policy W2: *Town Centres and Retail* prioritises the development of town centre and retail uses within the defined town centres, district centres and local centres in the Borough. Outside of these centres, there is 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.
- 6.28. Policy R1: *Historic Environment* requires all new development to take account of surrounding building styles, landscapes and historic distinctiveness and developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. This policy is not generally consistent with the NPPF and in the main is considered out of date. Less weight should be afforded to the policy.
- 6.29. Policy R2: *Natural Environment* states that protection and enhancement of the environment is a key element of the Council's Sustainable Community Strategy and this policy requires development to protect and enhance the natural environment of the Borough.
- 6.30. Policy R3: *Green Infrastructure* outlines that Trafford contains a range of physical environmental assets, collectively referred to as green infrastructure (GI), which provide multiple social, economic and environmental benefits. The Council is committed to working with local communities, developers and partners to develop an integrated network of high quality and multi-functional green infrastructure.
- 6.31. Policy R5: *Open Space, Sport and Recreation* seeks to ensure that where necessary the Council will secure the provision and maintenance of a range of sizes of good quality, accessible, play, sport, leisure, informal recreation and open space facilities to ensure that appropriate facilities are available to meet the needs of its residents across the whole of Trafford.



### Trafford Unitary Development Plan

- 6.32. The Revised Unitary Development Plan (UDP) (adopted 2006) is gradually being replaced by the Trafford Local Plan.
- 6.33. The UDP Proposals Map did not allocate the site for any specific use or development and there are no remaining extant policies relevant to the proposed development.

### Draft Land Allocations

- 6.34. The Trafford Local Plan: Land Allocations document (published January 2014) identified the site as falling within a wider area known as the Lancashire County Cricket Club (LCCC) Quarter Strategic Location (LAN1) and also specifically land which is allocated as the Lancashire County Cricket Stadium Area (LAN2).
- 6.35. The site is also included in an area identified for Mix Use Development under Policy HO2. Figure 3 refers.

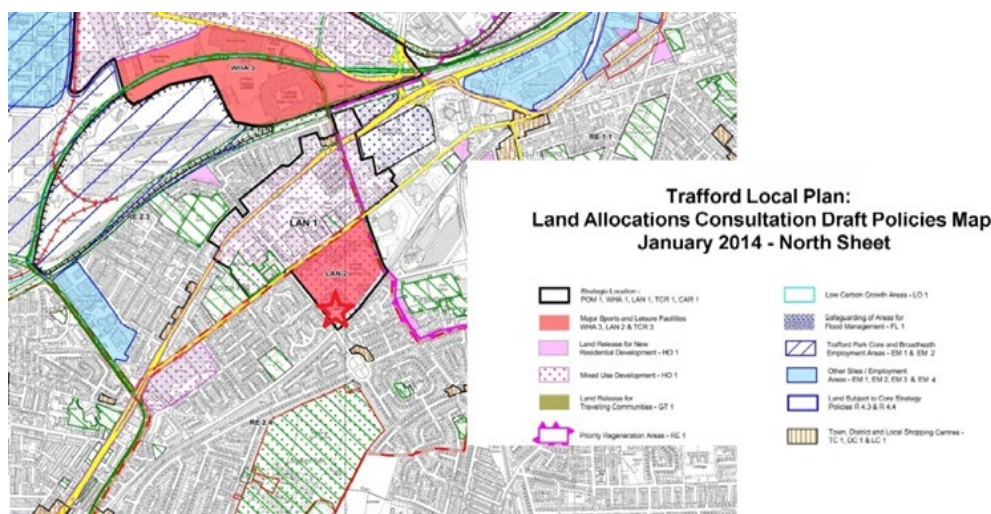


Figure 3: Extract from Draft Land Allocations Plan

- 6.36. This draft plan was abandoned and holds very limited weight in the decision-making process. However, it should be used for the purpose of identifying the boundary of the LCCC Quarter, as this had not been defined in the Core Strategy, and also is relevant in signposting the Council's previous 'direction of travel'.
- 6.37. The draft Land Allocations Plan shows that there are limited sites that can contribute to 400 homes "centred" around the stadium.
- 6.38. Policy LAN1 stated that within the LCCC Quarter, the council will grant planning permission for a mix of residential uses and a range of supporting commercial and / or community uses (including Use Classes A1, A2, A3, A4, A5 and D1) to serve the needs of the proposed and existing communities within the strategic location. It added that *"these developments will strengthen the existing residential neighbourhood in this area and support and enhance the existing sports, tourism and civic functions, in line with Core Strategy Policy SL3"*.
- 6.39. The policy stated that a minimum of 400 residential units will be delivered over the plan period. Residential development would be encouraged at densities between 30 and 150 dwellings per hectare in the form of a number of apartment blocks varying in height and there will be a range of 2, 3 and 4 bed dwellings provided in well-designed buildings with approximately two thirds of the units suitable for families.
- 6.40. The policy also stated that residential development would be supported on sites fronting onto Great Stone Road and Talbot Road, including where it is part of a mixed use scheme.

- 6.41. On the 25th March 2015, the Council's Executive agreed to a delay in the production of the Land Allocations Plan until such time that the production of the Greater Manchester Spatial Framework is further advanced.

## **Supplementary Planning Documents (SPDs)**

### **Parking Standards and Design SPD**

- 6.42. The Parking Standards and Design SPD was adopted in 2012 and sets out further detail and explanation relating to Policy L4 of the Trafford Core Strategy. The maximum standards for parking outlined in Policy L4 are: 1 bedroom – 1 space; 2 to 3 bedrooms – 2 spaces. These parking standards are applied as maxima.
- 6.43. The Parking Standards sets out a requirement for cycle parking as follows:
- 1 space per 20 dwellings (17 cycle spaces for 333 dwellings);
  - 1 space per 200sqm of retail (minimum of 2 spaces);
  - 1 space per 50sqm of café space (4 spaces required for 180sqm).

## **Other material considerations**

### **Stretford Refreshed Masterplan**

- 6.44. The Stretford Refreshed Masterplan was approved by Council in January 2018 and builds on the original Stretford Town Centre Masterplan which was approved in 2014. The Refreshed Masterplan provides the strategic framework for the delivery of the emerging investment and regeneration opportunities in the Town Centre and wider Stretford area, identifying areas for future development and the key actions required to deliver major regeneration.
- 6.45. The Masterplan has not been prepared in accordance with the Planning Acts and does not carry the weight of development plan policy or supplementary planning document. It can only be a material consideration. However, as the application site is located within the area covered by the Masterplan, it is of relevance to this application, albeit limited weight can be attributed to it.
- 6.46. The masterplan identifies the application site as falling within the UA92 Campus Quarter, however subsequent discussion with the Council and publication of the Civic Quarter Masterplan and AAP confirms that the site falls within the 'Civic Quarter Masterplan' rather than the 'Campus Quarter'

### **Civic Quarter Area Action Plan**

- 6.47. The Civic Quarter area was initially progressed by the Council as a Masterplan document, holding a public consultation event during August 2018. The document is now being developed as an Area Action Plan (AAP), with initial consultation taking place in February and March 2020. The Council anticipate that the Publication draft (Regulation 19) will be published for consultation later this year, with adoption in summer 2021.
- 6.48. Once adopted, the AAP will be part of the statutory development plan for Trafford, sitting alongside the adopted Core Strategy and Trafford Local Plan and GMSF as they emerge. As the document is in early stages of development it currently holds little to no weight in the determination of this application, nonetheless, the key objectives and themes have been considered.
- 6.49. The draft AAP separates the Civic Quarter into five character areas, setting out the characteristics and design vision for each. Having sat vacant for a number of years, the Former B&Q site is identified as a key challenge, falling within the "Southern



Neighbourhood". The document identifies an opportunity to develop the site as a leisure centre and consolidated car parking area. The suggested allocation has not been fully consulted on, or been tested at examination, and holds no weight.

- 6.50. The draft AAP recognises the need for homes to come forward within the urban area, currently proposing an allocation of 4,000 homes within the Civic Quarter area. Whilst the AAP is in very early stages of development, the strategic aim of 4,000 homes has been developed to address a recognised housing need within the area. Whilst the exact figure of homes required may change as the AAP develops, this application accords with the overarching principle of delivering homes on brownfield land within this urban area.
- 6.51. In proposing 4,000 homes the council will need to have the support of evidence. Therefore some weight can be attached to the principle of significant number if new homes being provided within the Civic Quarter.
- 6.52. This proposal broadly accords with the Strategic Objectives and Opportunities of the AAP, such as diversifying the existing housing offer, supporting employment opportunities through a mixed-use scheme, consolidating and reducing surface level car parking, improving pedestrian access and permeability, and encouraging active travel.
- 6.53. The AAP's vision for scale and massing across the Civic Quarter identifies the significance of suburban housing juxtaposed with taller urban buildings. It supports "quality medium-rise development with an emphasis on elegance and proportion" of around 6-8 storeys, preferencing development with reduced exposed parking, active frontages and improved amenity. This proposal will help to deliver this vision, proposing a medium-rise development of high-quality design.
- 6.54. For the Cricket Club and B&Q site a limit of 6 storeys is proposed. This proposal is for a scheme of 4 to 8 storeys, stepping down towards nearby residential development. Whilst this represents an increase over the 6 storeys suggested, separate design guidance has been sought prior to submission which has assessed the scale and massing proposed. This is discussed further in Section 10. Meanwhile, none of the supporting assessments that accompanied the Civic Quarter Masterplan or AAP have tested a range of building heights.
- 6.55. Draft policy CQ2 (Housing) sets out the key housing principles, which includes delivery of a mix of dwelling size, types and tenures to meet the housing needs of the borough, inclusive of family homes, lifetime homes, extra-care and student accommodation. Proposals should comply with affordable housing policies subject to viability, and deliver excellent design quality whilst preserving the amenity of existing residents. The area is described as presenting opportunities for higher density housing in appropriate locations, providing defensible space and provision of family housing.
- 6.56. Draft Policy CQ6 (High Quality Urban Design) seeks to support proposals which achieve high-quality design. Taller buildings are encouraged in line with massing principles in the AAP, open surface parking should be reduced and public realm and green space provided.
- 6.57. The revised proposal accords with these proposals, receiving positive feedback through the recent design panel and delivering against the set objectives in the AAP. The scheme proposes a medium height building with underground parking, delivering green space and defensible spaces created via private gardens. A mix of dwellings is proposed which would be suitable for individuals or families, helping to meet the housing needs of the borough.
- 6.58. The revised proposal also accords with many of the detailed urban design requirements listed within the draft policy such as:
- Large internal courtyards;
  - Uncluttered roof profile;
  - Active frontages and well integrated retail space;
  - Comprehensive sunlight, daylight and wind assessments;

- Private balconies, communal courtyards and private gardens; and
- Landscaping and biodiversity roofs.

## 7. Housing Need in Trafford

7.1. This chapter sets out the housing need statement for the proposed development in context of the current housing land shortfall in Trafford. It is sub-divided into the following sections:

- Housing land supply;
- LCCC Quarter;
- Housing mix;
- Affordable housing; and
- Conclusions.

### Housing Supply

#### Core Strategy

- 7.2. The starting point is the development plan, ie the Core Strategy that was adopted in 2012.
- 7.3. Policy L1 of the Core Strategy (Land for New Homes) sets out a housing requirement of a **minimum** 12,210 dwellings over the period 2008-2026 (equating to 763 dph) (**Indigo emphasis**).
- 7.4. The Core Strategy phases this requirement:
- 1,400 new dwellings 2008/9 to 2010/11;
  - 3,970 new dwellings 2011/2 to 2015/6;
  - 3,800 new dwellings 2016/7 to 2020/1; and
  - 3,040 new dwellings 2020/1 to 2025/6.
- 7.5. The Trafford Housing Strategy (2018) acknowledged that an average of fewer than 400 homes have been delivered per annum over the past **nine** years. This is a consistent under-supply. Housing need is not being met. This is not sustainable.
- 7.6. NPPF paragraph 59 states local authorities should “*significantly boost the supply of homes*” so that a sufficient amount and variety of land can come forward.
- 7.7. Paragraph 11, footnote 7, is clear that relevant policies for the supply of housing should not be considered up-to-date if a five year housing land supply cannot be demonstrated or where the Housing Delivery Test indicates that the delivery of housing was substantially (<75%) of the housing requirement over the previous three years. In such cases, the presumption in favour of sustainable development in paragraph 11 is triggered.
- 7.8. Paragraph 11 states where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, Councils should grant permission unless adverse impacts outweigh the benefits when assessed against the NPPF as a whole, or the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed. This is commonly referred to as the ‘titled balance’ or ‘the presumption’.
- 7.9. Housing supply and delivery Planning Practice Guidance states that where the plan is more than five years old and needs revising, the starting point for assessing the five year housing land supply will be through the new standard method (Paragraph 005). There are similar arrangements in the housing delivery test measurement rule book.
- 7.10. The Trafford Core Strategy was adopted more than five years ago. Both the emerging GMSF and the SHMA (October 2016) identify a much higher housing requirement (1,155

dpa and 1,296 dpa respectively) than the Core Strategy (760 dpa), which confirms the figure needs revising. Therefore, the starting point for assessing the five year housing land supply in the future should be the standard method figure of 1,047 dpa.

- 7.11. The council confirmed at Planning Committee on 13 February 2020 (in the committee report for application reference 98031/OUT/19) that it cannot demonstrate a five year housing land supply.
- 7.12. The committee report states that the latest housing land monitoring from December 2019 indicates a supply of approximately 2.8 years. Therefore, Core Strategy policies relevant to the supply of housing are not up-to-date, triggering paragraph 11 of NPPF.

### **Emerging Policy and Guidance**

#### Draft GMSF (October 2016)

- 7.13. The emerging draft Greater Manchester Spatial Framework (GMSF) was published in October 2016, with a subsequent draft published in January 2019. It is a strategic plan, and once adopted will sit above the adopted Core Strategy and will cover the period 2015-2035. The most recent consultation closed in March 2019, and proposed timescales for adoption are not yet confirmed.
- 7.14. Paragraph 1.4.4 states the draft GMSF was based on a strong and continuing emphasis on directing new development to brownfield land in urban locations, but the scale of growth requires the release of land from the Green Belt. The scale of Green Belt release has been minimised by exploiting opportunities to increase development densities in well connected urban locations.
- 7.15. Draft Policy GM-H 1 identifies an annual housing target for Trafford of 1,015 dpa over the period 2018-2037.

#### Housing delivery test

- 7.16. The new housing delivery test was introduced in November 2018, the council's delivery against the adopted requirement over the previous three years is shown below.

	2016/17	2017/18	2018/19
Requirement	786	1,021	1,335
Dwellings delivered	323	523	970
Difference	-463	-498	-365

Table 1: Housing delivery in Trafford over the previous three years (data source: the Government's Housing Delivery Test: 2019 measurement)

- 7.17. As can be seen, delivery has been extremely poor. Performance against the adopted target over the last three years has been around 58%. The Government's recently published Housing Delivery Test 2019 results stated a 20% buffer should be applied.
- 7.18. Should performance not improve, the council is also at risk of falling below the 75% target introduced from November 2020, which would engage the 'titled balance'.
- 7.19. Equally, when looking at previous delivery against emerging requirements in the draft GMSF and the standard method, estimated performance is even lower, at 42% and 32% respectively.

### **Trafford Housing Strategy (June 2018)**

- 7.20. The Trafford Housing Strategy was approved on 25 June 2018 and sets out an ambitious vision for Trafford to 2031. Its key priorities are to accelerate housing growth, support inclusive economic growth, create neighbourhoods of choice through a better mix of homes

and attractive accessible environments, to reduce inequalities and to increase the range of and access to opportunities.

- 7.21. It is accompanied by an Action Plan to achieve the objectives over a five-year period, including partnering with the private sector to deliver new homes (objective 1.3).
- 7.22. A housing strategy annual statement is published by the council to monitor progression of the strategy. The most recent statement was published in August 2019. Housing Supply - Summary
- 7.23. Trafford MBC is unable to demonstrate a five-year supply against its adopted development plan. All emerging policy and guidance suggests that there will be an increased requirement for housing supply in the future, which will reduce the supply of housing even further. Paragraph 11 and the tilted balance is engaged.

### **LCCC Quarter**

- 7.24. Core Strategy Policy SL3 identifies the site within the Lancashire County Cricket Club (LCCC) Quarter. Here, a major mixed-use development will be delivered to provide a high quality experience for visitors balanced with a new, high quality residential neighbourhood centred around an improved stadium at LCCC.
- 7.25. The council considers the location can deliver 400 residential units comprising predominantly accommodation suitable for families. In terms of phasing, 60 dwellings were expected to be delivered between 2011-2016, with 300 coming forward between 2016-2021 and 40 between 2021-2026. 100% is expected to be delivered on brownfield land.
- 7.26. To date, a large proportion of the 400 homes required in the LCC Quarter have been approved however, the majority of these have been through the conversion of offices to apartments under permitted development rights. As many of these developments are not purpose built residential schemes some are of poor design quality and comprise units which do not meet recommended minimum sizes and do not provide any open or amenity space for residents.
- 7.27. Policy L1 states that an adequate range of sites will be made available to allow a variety of types of housing to be provided, subject to the capacity of the urban area and infrastructure to accommodate the development and the need to protect the environment. In ensuring the efficient use of land, higher density housing development will be concentrated in appropriate and sustainable locations at lowest risk of flooding.
- 7.28. The Draft Land Allocations Local Plan (abandoned) also supported the principle of new residential development within the LCCC Quarter, confirming that the figure of 400 dwellings should be applied as a minimum. It also supported residential development on sites fronting onto Great Stone Road and Talbot Road, including where it is part of a mixed-use scheme. The application site fronts Great Stone Road.

### **Housing Mix**

#### **Core Strategy**

- 7.29. Policy L2 (Meeting Housing Needs) identifies the site as being in a “cold” market location, where a 5% contribution towards affordable housing will normally be sought from qualifying sites with 15+ dwellings. However, in areas where the nature of the development is such that in viability terms it will perform differently to generic developments within a specific market location, the affordable housing contribution will be determined via a site specific viability study.
- 7.30. The policy states the proposed mix of dwelling type and size should contribute to meeting the housing needs of the Borough, as set out in the Strategic Housing Market Assessment

(SHMA). Developments should make a contribution to the creation of mixed and sustainable local communities, be adaptable to the needs of its residents over time, contribute to meeting the target split between small and large accommodation and increase the provision of family homes.

7.31. The policy includes a target split between small and large (ie 3+ beds) homes of 70/30, with 50% of the small homes being accommodation suitable for families. The policy applies this borough-wide, across the plan period.

7.32. The approximate split for dwelling sizes is identified as follows:

	Smaller, predominantly 2 bed accommodation	Smaller 2 bed family accommodation	Larger 3+ bed family accommodation
Market	33%	33%	33%
Affordable	50%	25%	25%

Table 2: Indicative mix of dwelling sizes (source: Policy L2, Trafford Core Strategy)

7.33. The policy states one bed, general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre. In all circumstances, the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need. Development in this location would support the regeneration of Stretford, as indicated in the refreshed Stretford Masterplan.

7.34. The council has confirmed in its pre-application response letter (dated 24 April 2018) that a formal application would need to include a Housing Needs Statement to justify the housing mix.

7.35. Paragraph 4.32 of the SHMA states Trafford has a higher proportion of dwellings with 3+ bedrooms than the national average. However, Trafford has the lowest proportion of 2 bedroom properties in Greater Manchester.

### The proposed housing mix

7.36. Planning permission is sought for a total of 333 apartments.

7.37. The proposed accommodation schedule is as follows:

Bedrooms	Number of apartments	Proportion
Studio	2	1%
1 beds	108	32%
2 beds	190	57%
3 beds	33	10%
Total	333	100%

Table 3: Proposed accommodation schedule

7.38. The mix set out above provides a 90/10 split between small and large homes. In reducing the proposed quantum of development by around 24%, the proportion of smaller units has had to increase in order to protect viability.

7.39. Within the LCCC Quarter, the following small to large home ratios have been approved:

87743/PRO/16	City Point 701 Chester Road	100% small homes
89414/FUL/16	Warwick House 17 Warwick Road Stretford	100% small homes
88792/FUL/16	86 Talbot Road Stretford	90% small homes

- 7.40. 3 bedroom apartments are not typically provided in apartment schemes. Often developers only provide studios, and 1 and 2 bedroom apartments, as they seek to maximise the number of properties in the building to improve viability.
- 7.41. However, the provision of 33 no. 3 bedroom apartments in this scheme is being provided in direct response to the needs of the market as identified by Policy L2 and the SHMA. Of the smaller bedroom apartments, the predominant type are 2 bedrooms, as more are provided as required by Policy L2.
- 7.42. The proposed size of the apartments is as follows:

Bedrooms	Size
Studios	22 sqm – 31 sqm
1 beds	38 sqm – 57 sqm
2 beds	45 sqm – 80 sqm
3 beds	82 sqm – 95 sqm

Table 4: Proposed apartment sizes

- 7.43. As can be seen, there is a great variance in the sizes of apartments provided within the development. This creates a genuine housing mix within the scheme.
- 7.44. This illustrates there will be a range of accommodation which will be attractive to and marketed to different demographic sectors, including young couples, retirees, new families and downsizers.

### **Affordable Housing**

- 7.45. It is anticipated that 10% of the properties will be affordable.

### **Conclusions**

- 7.46. The 'titled balance' in paragraph 11 of the NPPF is engaged and consequently relevant policies for the supply of housing out of date. Significant weight should be placed on the ability to deliver new housing.
- 7.47. The council acknowledge this in the abovementioned committee report and state significant weight should therefore be afforded in the determination of planning applications to how schemes contribute to addressing the identified housing shortfall and meeting the government objective of securing a better balance between housing demand and supply.
- 7.48. By the council's own admission in the Trafford Housing Strategy (2018) there is a very large delivery gap between the number of planning approvals and housing completions (p7). This is having a knock on effect upon house prices, as the strategy identifies affordability is not simply fuelled by the popularity of Trafford's markets but also by a lack of supply (p6).

### **Contribution to the housing land supply**

- 7.49. The proposed development will greatly contribute towards the supply of housing at a time when Trafford can only demonstrate a 2.8 year housing land supply.
- 7.50. The development will contribute significantly to the unmet housing need. It will deliver 333 new homes in the immediate five year window, which weighs heavily and positively in the planning balance.

### **Contribution to the redevelopment of brownfield land**

- 7.51. The site is previously developed. The redevelopment of the site for residential use will contribute towards the council's achievement of its 80% Part 7 of Policy L1. Regardless, pressure to develop brownfield land effectively and efficiently means the 80% is not a



maximum proportion.

- 7.52. The scheme will provide a density of approximately 333 dph. As set out within the application documents, this density can be achieved without consequential detrimental harm. The scheme will therefore make effective use of land in accordance with Chapter 11 of the NPPF. It should be noted that the following densities of development have been approved by the LPA:
- 84703/FUL/15 – Warwick Road – 89 dwellings on 0.11 ha (809 dph);
  - 90738/FUL/17 – Trafford Road – 354 dwellings on 0.74 ha (478 dph);
  - 85435/FUL/15 – Chester Road – 106 dwellings on 0.23 ha (460 dph);
  - 88792/FUL/16 – Talbot Road – 90 apartments on 0.3 ha (300 dph);
  - 909991/FUL/17 – Cornbrook Works – 363 dwellings on 0.9 ha (403 dph); and
  - 3779/FUL/18 – Pomona Strand - 526 apartments on 1.3 ha (404 dph).
- 7.53. This approach accords with Policy L1, by helping to diversify the range of sites and types of housing provided, where there is capacity and infrastructure available within the urban area to accommodate the development and help protect the environment.
- 7.54. The proposal will concentrate higher density housing development in an appropriate and sustainable location at lowest risk of flooding. The site is located within one of the plan's strategic locations where significant new housing development is to be located.
- 7.55. The application should therefore be approved without delay to contribute to sustainable development in Trafford.

### **Housing Mix**

- 7.56. The scheme proposes 33 no. 3 bedroom apartments. The nature and character of the LCCC Quarter means small sites will typically struggle to include family homes, particularly when there has been a tendency for the change of use offices to residential via permitted development rights.
- 7.57. The PD rights conversion units in the Old Trafford area are not providing the high quality, mixed residential schemes. They are a quick fix to boosting housing numbers but remove the Council's ability to deliver high quality to meet needs. This proposal allows the Council to deliver a well designed, high quality scheme that meets identified needs.

### **Trafford Housing Strategy (June 2018).**

- 7.58. This strategy set out some of the challenges facing Trafford, including that:
- The average house price in Trafford is £96,000 more than across Greater Manchester;
  - Around 60% of all dwellings are detached or semi-detached;
  - The affordability ratio in Trafford (income to property price) is 8.35, vastly higher than the average ratio of 3-4 times the median salary, and this is expected to further worsen in future years.
  - There is a 'delivery gap' – bringing forward privately-owned sites for development is a significant challenge;
  - 81% of those on the housing waiting list require one or two bedroom properties;
  - The relatively small private rented sector is popular, and growth in the sector "by providing both city living and family housing" is supported; and
  - There are stark inequalities and "delivering a better mix of housing, in terms of type, size,



tenure and affordability to provide more people with better access to homes in all neighbourhoods, is one of the ways we will work to reduce inequalities”.

7.59. The proposed development will help address these challenges.

## 8. Reason for granting planning permission 1: The proposal is acceptable in principle

- 8.1. All levels of planning policy support the reuse of brownfield land. The council has never disputed the use of the site for housing.
- 8.2. The application site is brownfield and the retail store is vacant and run-down.
- 8.3. Within the adopted Core Strategy, the site is within an area identified for a mix of new uses, including residential development (around 400 new properties). The Council previously confirmed that the 400 new homes should be treated as a minimum (in its now abandoned Allocations Plan).
- 8.4. In January 2014 the Council published its draft Land Allocations DPD. This included policies for both the LCCC Quarter and the LCCC Stadium Area. It stated that “residential development will be supported on sites fronting onto Great Stone Road and Talbot Road, including where it is part of a mixed-use scheme.” Although this DPD was rescinded, this demonstrates that the Core Strategy policy on the LCCC Quarter must also allow for residential development to front onto Great Stone Road, as the Land Allocations DPD would have had to accord with the Core Strategy policy.
- 8.5. The Council do not have a five-year supply of housing when compared with its current requirements set out in the adopted Core Strategy (Policy L1, which is explicit that the housing requirement is treated as a minimum). Future methods for assessing housing requirements will increase the number of new homes to be delivered in the authority, reducing the extent of the housing supply even further.
- 8.6. Policies for the supply of housing are out-of-date, which gives further reason to not treat the figure of 400 new homes in the LCCC Quarter as a maximum number.
- 8.7. In the plan period to date, a large proportion of the 400 units have been approved in the LCCC Quarter, through new development or by permitted development rights to change the use of a property from office to residential. The planning applications for new residential use have sought consent for high-rise development, including a 12-storey development at the former MKM House (reference: 88279/FUL/16) and a 10-storey block of 90 apartments at 86 Talbot Road (88792/FUL/16).
- 8.8. Policy SL3.4 sets out seven considerations as to whether development will be acceptable in the strategic location. The development has been assessed against each of the policy requirements:
  1. Provision of community facilities; the scheme includes ground floor uses capable of being used by the community, including potentially medical or health care facilities.
  2. Contribution to the ‘strategic processional route’; the processional route does not pass the application site, however the application does propose significantly improved public realm and streetscene to Great Stone Road.
  3. A Flood Risk Assessment; and FRA has been undertaken and shows that the development is acceptable in this regard insofar as flood risk will not be increased elsewhere.
  4. Protect, preserve and enhance the listed Town Hall; the accompanying Heritage Statement shows that there will be negligible impact on the Town Hall’s setting or its significance.
  5. Contribute towards additional utility capacity; initial work undertaken on the planning application shows that additional capacity is not required to support the proposed development; this is shown in the supporting Drainage Strategy.

6. Incorporate features to enhance biodiversity, such as landscaping and green roofs; the application reserves landscaping for future consideration, but the illustrative material demonstrates that large areas of green roof can be incorporated, whilst the streetscene of Great Stone Road will include new tree planting.
  7. Provision of affordable housing in accordance with Policy L2; the development will likely provide affordable housing.
- 8.9. It is paramount that Stretford and Old Trafford accommodate and proactively encourage new residential development as part of the borough's future housing requirements, within the context of a recent history of under-supply across the borough. Development has an important role to play in this, not only in increasing housing supply, but also in meeting the demands and needs of contemporary and future populations, as encouraged by the Housing Strategy published in 2018.
- 8.10. More generally, the Core Strategy contains eight strategic objectives, which the proposed development will help deliver:
1. Meet housing needs - The proposal will help meet housing needs, by providing homes of an appropriate size, at a high density, in tenures suitable to meet identified needs and increasing demands;
  2. Regenerate - The proposal will physically regenerate a vacant site and bring environmental benefits through the greening of the site; the proposal will enable economic benefits through job creation and increased GVA, and will help reduce inequalities through a variety of new housing stock;
  3. Meet employment need - The proposal will comprise new homes suitable for people wishing to work locally; new housing evidently helps generate employment growth;
  4. Revitalise town centres - The new housing will help the ongoing efforts to revitalise Stretford town centre, by being located one stop from the town centre on the Metrolink, and by providing a population body who will contribute to the economy of the town;
  5. Provide a green environment - The proposal will include new tree planting to 'green' the streetscene, whilst providing financial contributions towards open space via S106;
  6. Reduce the need to travel - The proposal will help reduce the need to travel, by virtue of providing "significant levels of development in the most sustainable locations in the borough";
  7. Secure sustainable development - The proposal will be developed under the principles of sustainable development and construction; and
  8. Protect the historic built environment - The proposal will protect heritage assets.
- 8.11. The Core Strategy also sets out 25 objectives for the Old Trafford area in which the application site is located. Each of these have been addressed in turn below:
1. OTO1 - The proposal will improve the quality, mix and type of residential offer, with a varied mix of 1-bed, 2-bed and 3-bed properties
  2. OTO2 - The proposal will maximise the redevelopment of this derelict site
  3. OTO3 - By introducing flexible space at ground-floor, the proposal could include an opportunity for improved health care provision to meet the needs of local people
  4. OTO4 - The proposal has been assessed by Greater Manchester Police's Design for Security team
  5. OTO5 - The proposal will redevelop a vacant site and has been designed to create a

- new public realm along the front of the site, improving the streetscene and the appearance and quality of the environment
6. OTO6 - The proposal will enable a future pedestrian and cycle link to Old Trafford Metrolink station, thus improving connectivity between neighbourhoods
  7. OTO7 - The proposal will include flexible spaces at ground-floor level, which could be used to meet the needs of young adults and youths; the proposal will help meet increasing demand for well-managed accommodation
  8. OTO8 relates to Pomona Island and is not relevant
  9. OTO9 relates to employment skills to access jobs in the Regional Centre and Trafford Park; although not directly relevant to the application, the proposal is broadly in line with this objective, insofar as development in this location will have excellent connectivity to the Regional Centre and good connectivity to Trafford Park
  10. OYO10 - This objective is to provide the area with the right conditions to retain more economically mobile residents; the proposal will help residents who wish to purchase modern, purpose-built, apartments, to live in Trafford rather than the more expensive parts of Salford Quays or Manchester city centre
  11. OTO11 - The proposal will have no detriment on Lancashire County Cricket Club; indeed, in accordance with this objective, the application scheme is “major regeneration in the area” in its own right, making exceptional use of its location adjacent to the stadium
  12. OTO12 - The proposal will help support efforts to regenerate Stretford town centre, by providing a population density in a location with excellent connectivity to the centre via public transport
  13. OTO13 - This relates to access to the River Irwell and is not relevant
  14. OTO14 - The proposal will help the quality of open space in strategic locations through financial contributions
  15. OTO15 - The proposal will help the quality of green spaces in the area through financial contributions
  16. OTO16 - The proposal will help the quality and provision of outdoor sport facilities through financial contributions
  17. OTO17 - The proposal will facilitate improved access to Old Trafford Metrolink, to help continue to open up job opportunities
  18. OTO18 - The proposal’s trip generation is similar to the lawful use of the site as a DIY store; to reduce the impact of traffic in the area, the application proposes electric vehicle charging, a car club and improved walking and cycling environments
  19. OTO19 - The proposal will encourage cycling and walking and use of the public transport network, through limiting the use of the private car
  20. OTO20 - The aim to improve orbital transport links is not relevant to this proposal
  21. OTO21 - The aim to maximise the opportunity for walking and cycling along the Bridgewater Canal is not relevant to this proposal
  22. OTO22 - A Carbon Budget Statement accompanies the application, which demonstrates how the scheme will be built in accordance with latest environmental standards
  23. OTO23 - The proposal conforms to the energy hierarchy to reduce energy use

24. OTO24 - The proposal incorporates and maximises the amount of green roof, whilst also including new tree planting in particular in the public realm

25. OTO25 - The proposal protects the setting of historic buildings and landmarks.

8.12. The development will also help with the regeneration of Stretford, as envisaged in the Stretford Masterplan.

### **Commercial uses**

8.13. The proposed development also proposes flexible spaces at ground floor level which includes a 144m<sup>2</sup> retail unit, 180m<sup>2</sup> café and 133m<sup>2</sup> ground floor amenity space for residents. Use of the flexible retail space could include:

- Convenience retail serving the local residential population;
- Community facility such as 'drop-in' health care clinic, hireable meeting space or temporary 'pop up' uses; and/or
- Gym and fitness suite serving the local market.

8.14. Paragraph 92(e) of the NPPF aims for an integrated approach to land uses so that planning delivers the social, recreational and cultural facilities that the community needs. Paragraph 104(a) supports a mix of uses to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities. If the proposal did not include these ground-floor uses, it would be a missed opportunity to add value to the local community, to integrate the scheme into the surrounding area and to create usable public space that interrelates with the streetscene.

8.15. The NPPF further states that developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. It should establish a strong sense of place and create attractive and comfortable places to live, work and visit, as well as optimising the potential of the site to accommodate development and create and sustain an appropriate mix of uses, local facilities and transport networks (paragraph 127).

8.16. Policy SL3 of the Core Strategy governs the LCCC Quarter. The policy states that both a major mixed-use development will be delivered in this location ("to provide a high quality experience for visitors" and "a new high quality residential neighbourhood centred around an improved stadium at LCCC)". It is evident from recent developments that uses ancillary to the stadium use are acceptable within this area, for example the coffee shop and the hotel on the corner of Talbot Road and Brian Statham Way.

8.17. Similarly, Draft Land Allocations Policies LAN1 and LAN2 encouraged a range of commercial and / or community uses (including use classes A1, A2, A3, A4, A5, B1, C1, D1, D2 and "similar appropriate" uses to serve the needs of the proposed and existing communities within the strategic location). In these terms, the proposed ancillary uses which are intended to support the residential development are acceptable in principle. The pre-application advice response from the Council supports this position "subject to the proposed development passing the Sequential Test". Introduction of commercial space within the previous submission was acceptable in principle, nonetheless the same approach has been applied for this re-submission.

### **Sequential Assessment**

8.18. Policy W2 of the Core Strategy requires proposals for town centre and retail uses outside of defined town, district and local centres to demonstrate that they satisfy the tests outlined in current Government guidance.

- 8.19. The function of the supporting uses is as an integral part of the scheme to serve the residents of the proposed development and to provide a range of services and amenities accessible to existing residents in the locality.
- 8.20. The catchment of the proposed development is therefore relatively limited comprising that of the site and immediate surrounds including neighbouring areas focussed in and around the Civic Quarter. The proposed commercial units are not intended to function as a standalone retail or leisure destination. Rather, it is intended to function as a complementary and combined offer to serve the immediately local community.
- 8.21. Additionally, owing to the nature and small scale of the proposed commercial use, residents will utilise the on-site facilities and amenities to serve their immediate, daily needs. However, they are likely to use other existing facilities in Stretford to serve their longer term service and retail needs.
- 8.22. The commercial uses are specific to this location. Should the floorspace of the proposed commercial uses be disaggregated from the residential element of the scheme, they would not serve the intended role and function. Nonetheless, a sequential test has been undertaken utilising the total combined floorspace (324 sqm) for the purposes of this assessment.
- 8.23. In 2018 the council requested that the sequential test include consideration of Great Stone Road Neighbourhood Shopping Centre and the Gorse Hill and Trafford Bar Local Shopping Centre. Having undertaken a review of the polices map, local agent's websites and marketing particulars, it has been determined that there are no potential sequentially preferable properties or land available to accommodate the proposed level of flexible commercial floorspace proposed through this application. The evidence for this is provided in **Appendix 3**.
- 8.24. As a result of their intended function, the proposed development will not draw trade away from any neighbouring town or local centre as the majority of trade will be drawn from the future residents of the proposed scheme and its nearby confines.
- 8.25. The principle of the flexible commercial uses proposed through this application is therefore acceptable.

### **Sustainable location**

- 8.26. Strategic Objectives SO1, SO6 and Policy L1 advocate the development of new housing in sustainable locations, with good access to public transport and local services. In this regard, the site is in a highly sustainable location and is within easy reach of Altrincham, Trafford Park, Stretford, Salford Quays and Manchester city centre. There are other policies within the Core Strategy that are applicable to this proposal.
- 8.27. The proposal provides car parking that complies with the maximum parking standards outlined in Policy L4 and in the Parking Standards SPD. The proposal provides cycle parking in excess of the minimum standards of 1 space per 20 dwellings. Providing 400 cycle spaces for 333 dwellings is a generous number of dedicated spaces which will have a positive effect in promoting active travel over and above personal vehicles.
- 8.28. The relevant policy (L4.15) states that each development will "normally" be expected to provide the minimum. In addition to exceeding the minimum provision, the development has good walking connectivity and its public transport accessibility is also very good, by virtue of several bus services and the adjacent Metrolink. Owing to the sustainable location of the development, the parking provision proposed is adequate to serve the development.

### **Context to development in Trafford**

- 8.29. The site is situated within the newly-defined Civic Quarter which includes a mix of uses and



development types, including the Town Hall, LCCC, Old Trafford football ground, Trafford Leisure Centre, Trafford College, Stretford High School, Tesco Superstore and the former Kellogg's headquarters, recently converted to a University Academy. There are also large office blocks, including on the corner of Great Stone Road and Talbot Road. Although some of these offices are subject to proposals to be converted to residential use, several remain and these often are prominent features in local views. Housing within the Civic Quarter is predominantly modern apartments, with some streets of older terraced and semi-detached houses.

- 8.30. Lancashire County Cricket Club lies adjacent to the site and comprises substantial structures including the grounds, main pavilion building, training areas and new buildings including a new six storey hotel and hospitality and events building on the Talbot Road side and large stands with spectator seating surrounding the field of play. Extensive areas of surface level car parking and ancillary spaces used for storage are located to the west of the stadium. Ancillary structures such as floodlighting have recently been installed.
- 8.31. An application has been recently submitted (99105/FUL/19) for the erection of a new grandstand with associated facilities including a museum, retain and tick sales space, and a six-storey block to provide a 109 bed hotel extension and ground floor retail/food and drink use. If approved, the development would introduce further commercial development within this area.
- 8.32. The junction of Talbot Road and Great Stone Road to the north of the site is occupied by a large office building owned by Bruntwood which consists of a series of six-storey blocks at right angles to Talbot Road linked by a continuous two-storey link block between.
- 8.33. It is clear from Figure 4 below (showing low residential development in grey and non-residential in pink along with the LCCC Strategic Location in a black dotted line) that the character of the site is intrinsically linked to the commercial, large scale development based around LCCC, the Town Hall and newly-defined Civic Quarter.
- 8.34. From the creation of the cricket ground, the site was linked to it in terms of function as well as through a shared boundary. In the 1970s, it was used as a bowling alley and concert venue, again befitting its relationship with an adjacent sports ground. Later in the 1970s, B&Q was granted permission to trade from the site, ending the use of the site for leisure-related purposes.



Figure 4: Context to development in Trafford

- 8.35. The Metrolink line and Great Stone Road form clear defensible boundaries separating the site, and the wider commercial / civic area from the surrounding low density residential areas to the south, south east and south west. The design, orientation, layout and massing of the proposed development has considered and responded to prevailing building character of the low density residential housing. However, being located on the southern boundary of the Civic Quarter does not infer that development density and height of the proposed development should mirror that of the low density housing. Indeed, in its 2018 pre-application response, the Council acknowledged that residential development of six-storeys could be supported, as such it is not the case that the site must be developed with low-rise housing.
- 8.36. Whilst the draft AAP recommends development up to 6 storeys in height, the recent Design Panel did not agree that a rigid datum of six storeys was required in this location, commenting that the revised proposal of up to eight felt right in terms of scale, height and massing.

### Compatibility with development in the local area

- 8.37. More recently, a number of similar, large scale residential developments (some with elements of commercial use) of varying heights has been approved and delivered on sites close to the application site. The developments typically range in height with a number of residential buildings exceeding 12 storeys in height.
- 8.38. The map below and schedule of recent permissions has been included at **Appendix 4**.

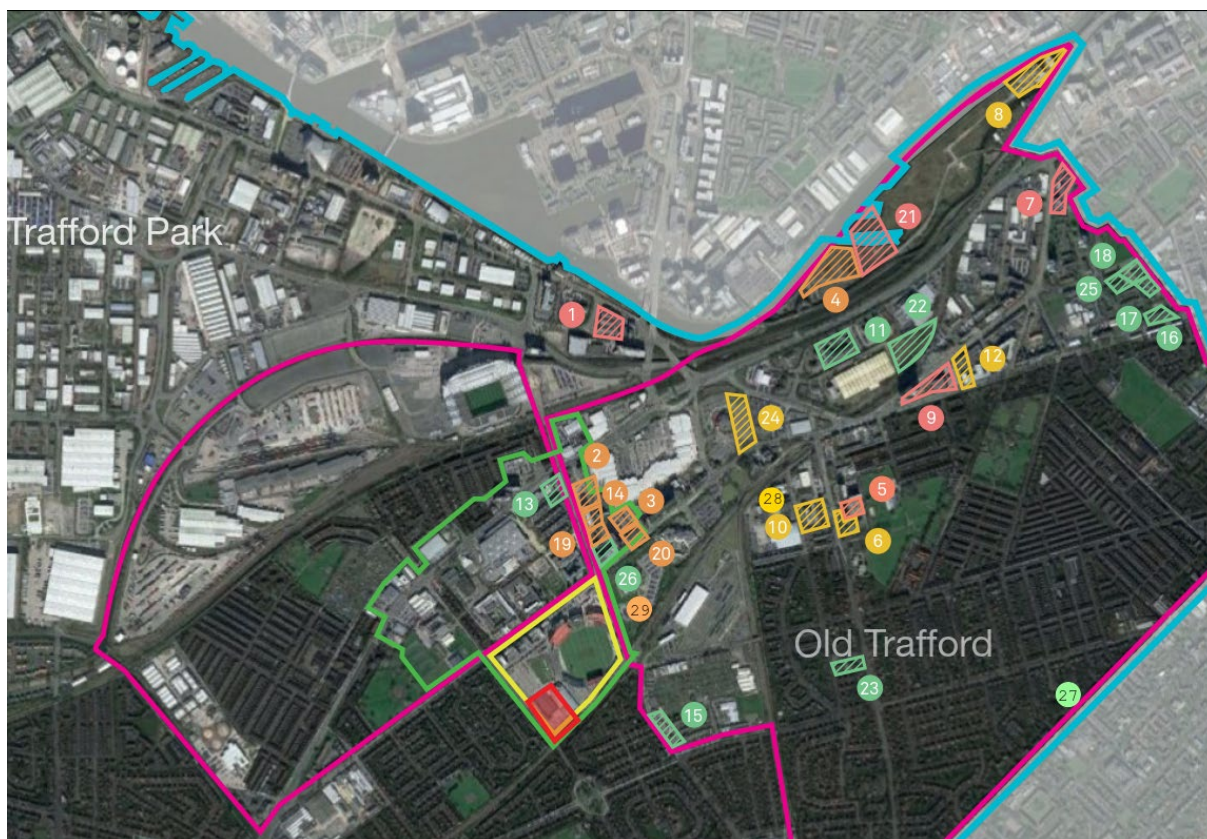


Figure 5: High rise residential schemes

- 8.39. These demonstrate that the principle of large residential schemes has previously been, and continues to be, accepted in the Old Trafford part of Stretford. In addition, it highlights that this area is a key area for redevelopment and the proposed development will be a key facilitator in stimulating regeneration of the Civic Quarter and delivering the new homes in the LCCC Quarter.



## 9. Reason 2: The proposal will result in economic, environmental and social benefits

9.1. At the heart of the NPPF is a presumption in favour of sustainable development. The three strands of sustainable development are defined as having an economic, social and environmental role (Paragraph 8). The purpose of the planning system is to deliver these benefits, and play an active role in securing positive developments which improve the built environment, improve the lives of people and communities and delivers economic growth.

9.2. This section sets out some of the main economic, environmental and social benefits.

### **Economic benefits**

#### **Temporary economic benefits**

9.3. Development of the site for 333 residential units would provide the following temporary economic benefits:

#### Construction employment

9.4. The applicant has confirmed the likely total construction cost for the development of 333 apartments will be around £30 million and the construction period will be approximately two years.

9.5. The House of Commons briefing paper, "Construction: industry statistics and policy" published in December 2019 reveals that the construction sector contributed £117 billion to the UK economy in 2018, with 2.4 million construction industry jobs in Q2 of 2019. The Office for National Statistics' Construction statistics (2017) put average weekly earnings in the construction industry as £607 per week in December 2017.

9.6. The construction cost of around £30 million will generate 186.6 person years of temporary construction employment. This is equivalent to 186 construction workers being employed on a full-time basis for 12 months.

9.7. This equates to 18.6 permanent construction jobs which will be supported by the £85 million construction cost of the scheme.

#### Gross Value Added (GVA) by temporary construction employment

9.8. The Annual Business Survey 2017 provides estimates of the approximate GVA by different sectors of the UK economy. During 2017, the approximate GVA by the construction sector was £103 billion.

9.9. The 186 person years of temporary construction employment generated by the £30 million construction cost of the development will create GVA to the local economy of approximately £11.4 million.

#### New Homes Bonus payments

9.10. WSP | Indigo has used the New Homes Bonus Calculator tool, provided by the Department for Communities and Local Government, to estimate the New Homes Bonus payment which could potentially be generated by the development.

9.11. Based on the overall total of 333 new homes, and the assumption that all of the two and three bed homes fall into Council Tax Band D and all of the one bed homes fall into Council

Tax Band B, the scheme will generate New Homes Bonus payments to Trafford Council of around £425,000 in year 1. The New Homes Bonus payment to Trafford Council over a four-year period will be around £1.7 million.

- 9.12. WSP | Indigo have assumed that all the new homes fall into Council Tax Band B and D. In reality however, there could be a different mix of properties falling into more than one Council Tax band.

#### **Permanent economic benefits**

- 9.13. Development of the site for 333 residential units would provide the following permanent benefits:

##### Additional Council Tax receipts

- 9.14. WSP | Indigo estimates that 333 new households at the proposed development site would generate additional Council Tax receipts for Trafford Council of £466,887.07 per annum at 2019/2020 prices. This is based on 223 households (the two and three bed properties) at the standard D Council Tax rate (£1,567.47 at 2019/20 rates) equating to a total of £349,545.81. The remaining 108 no. one bed properties and two studio apartments are at the standard B Council tax rate (£1,219.13 at 2019/20 rates). We have assumed that half of the one bed properties will be occupied by one person (a 25% reduction in Council Tax has been applied) and half occupied by two people. The total Council Tax receipts for the one bed properties will equate to £117,341.26.
- 9.15. Trafford Council do not receive all of the above sum as amounts will be paid to The Greater Manchester Authority for police and crime services and fire and rescue services.
- 9.16. This additional council tax revenue would be generated in stages as the residential accommodation at the proposed development site is constructed and occupied. The full effect of the increased Council Tax receipts would be felt on full completion and occupation of the 333 homes.
- 9.17. WSP | Indigo has assumed that all of the two and three bed homes fall into Council Tax Band D, whilst all of the one bed homes fall into Council Tax Band B. WSP | Indigo has also assumed that 50% of the one bed and studio homes will be occupied by one person and 50% will be occupied by two people. In reality, there could be a different mix of properties falling into more than one Council Tax band and a different mix of tenure of the one bed homes. As a result, this figure could be subject to change.

##### Increased consumer spending

- 9.18. The new residential population deriving from the proposed development site will generate additional demand by increasing household spending in the local area.
- 9.19. The Statement on Family Spending 2019 published by the Office for National Statistics in January 2019 provides data (a three-year average) for the financial year ending 2016 to financial year ending 2018 on household expenditure. The total number of UK households surveyed over this three-year period is 11,689.
- 9.20. Family Spending 2019 reveals that the average weekly household expenditure in the North-West region for the period 2016 to 2018 was £501.20. Since this spending typically goes to major national institutions with only modest impacts on the local economy, WSP | Indigo has deducted this spending from average weekly household expenditure.
- 9.21. This means that for the period from 2016 to 2018 (net), average weekly household expenditure in the North-West region was £501.20, which is equivalent to an annual figure of £26,062.40.

- 9.22. Based on this analysis and the net addition of 333 new households, WSP | Indigo estimates that the gross additional household expenditure generated by the new residential population at the proposed development site will be around £8.5 million per annum. This assumes that the scheme's potential 333 households demonstrate spending patterns typical of the North-West region as a whole.

### **Summary**

- 9.23. The development will create the following temporary socio-economic benefits:
- 186 person years of temporary construction employment will be supported by the £30 million construction cost of the scheme;
  - £11.4 million in gross value added to the local economy by the temporary construction employment, as a result of the £30 million construction cost of the scheme;
  - £1.7 million in New Homes Bonus payments to the Trafford Council over a four year period; and
- 9.24. The proposed residential development will generate the following permanent socio-economic benefits, both of which will be enjoyed in perpetuity:
- £466,000 per annum in additional Council tax receipts; and
  - £8.5 million per annum of increased consumer spending by the new households at the site.
- 9.25. These benefits would not be realised should the site remain derelict.

## **Environmental Benefits**

### **Re-use of brownfield land**

- 9.26. The proposal will enable the re-use of brownfield land in an urban area. This is an efficient and appropriate use for the site as it will provide new housing on previously developed land and reduce the pressure on environmentally-sensitive sites within the borough.
- 9.27. The proposal fully accords with one of the core planning principles of the NPPF which encourages the effective use of land by reusing land that has been previously developed land provided that it is not of high environmental value (paragraph 117).
- 9.28. The site is currently underutilised and in a relatively poor condition and detracts from the environmental quality of the area.
- 9.29. The scheme will provide a high quality, modern development and result in the re-use of an under-utilised site. Regeneration of this site will provide an example of sustainable development and will create a new scheme that will improve the appearance of this part of Trafford.
- 9.30. Regeneration of this site will also act as a catalyst for further regeneration in this part of Trafford, as required by the Core Strategy and Stretford Masterplan, but that hitherto has only resulted in retail, leisure, tourism and one high-rise apartment scheme.

### **Proximity to services and sustainability**

- 9.31. The proposed development is situated within a highly accessible and sustainable location and will promote and encourage the use of public transport through the design and transport facilities available. The proposal provides 400 secure cycle spaces. The provision of cycle spaces highlights the scheme is encouraging and promoting sustainable modes of transport,

in line with Core Strategy Policy L4.

- 9.32. The proposal enables new pedestrian access through the site, facilitating access through to Old Trafford Metrolink stop.
- 9.33. As part of this application, a Carbon Budget Statement has been prepared by Paragon. The report outlines that a series of measures to ensure energy efficiency, such as adopting a “fabric first” approach by targeting improved thermal performance and reducing unwanted heat loss and air leakage over and above the standards set out in current Building regulations.

#### **Active frontages**

- 9.34. The proposed uses at ground floor will improve the active frontage to Great Stone Road, which will increase footfall and activity in the area and in doing so, increase the vitality and viability of this part of Trafford. The active frontages will also increase natural surveillance in to, and out of the site thereby discouraging crime and antisocial behaviour.
- 9.35. The development will also deliver vital public realm improvements within the site and along Great Stone Road significantly improving its appearance, which results in a positive benefit to the streetscene.
- 9.36. Secured by Design principles have been incorporated into the scheme.
- 9.37. The design of the building and proposed landscaped areas will result in significant betterment to the current situation, enhancing the character of the area.

#### **Greening the site**

- 9.38. Although landscaping is a reserved matter, the illustrative landscape design booklet shows what is achievable on site, and signposts future expectations. The objective is to incorporate green roofs, provide new planting along Great Stone Road, the rear of the site and parallel to the Metrolink, and provide better green infrastructure than the site currently provides. This will also enhance biodiversity on a site that presently has little ecological value.
- 9.39. None of these environmental benefits will be achieved if the site remains derelict.

#### **Social Benefits**

- 9.40. The scheme will provide a range of housing which will help meet an identified need and help create a balanced community.
- 9.41. The variance in size and mix of units will promote diversity and variety in the types of future residents, including families, couples and single dwellers. The tenure mix will create a strong sense of community whilst also encouraging and promoting positive integration with other established communities in the area.
- 9.42. Landscaped amenity areas, meeting areas, residential amenity areas and other on-site facilities will encourage residents to mix and socialise with each other in attractive and comfortable surrounds. The other flexible commercial also provide benefits to the wider community by providing a range of services and amenities for public use.
- 9.43. The creation of a new community will also promote additional footfall in the local area to support the vitality and viability of local businesses in the immediate area, as encouraged by the Council’s own masterplans.
- 9.44. The proposals wholly accord with the government’s presumption in favour of sustainable development. These benefits are significant material considerations which weigh in favour of the site’s redevelopment and justify the granting of planning permission.

## 10. Reason 3: Material considerations support the proposals

- 10.1. This section of the Planning Statement summarises the various material considerations and technical matters that have been assessed as part of the application. Firstly, for the avoidance of doubt, the previous iteration of the development proposals has already been screened negatively for EIA.
- 10.2. A Request for a Screening Opinion under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for up to 450 residential apartments (up to 13 storeys in height) was submitted to Trafford Council on 5 April 2018 (Ref: 94209/EIASCR/18).
- 10.3. A response was received from the Head of Planning and Development on 26 April 2018 which confirmed that the Council do not consider that the site lies within a sensitive area, nor is it considered that the proposed development would result in any significant effects on the environment. As such an Environment Impact Assessment is not required for the proposed development.
- 10.4. Since the Screening Request was submitted to the Council, proposed unit numbers have been reduced from 450 to 433, and again to 333 within this submission. As the development was screened on the basis of a 450 unit scheme and there is no increase in height of the development, the submitted scheme is compliant with the adopted screening opinion.
- 10.5. There are no additional approved developments in the meantime that would alter the conclusion of the accumulation of effects.

### Contaminated Land

- 10.6. A Phase 1 Environmental Risk Assessment has been undertaken by Paragon in respect of the site.
- 10.7. The report identifies that there are limited on site sources of contamination. The Contaminated Land Officer (Richard Pollitt of Trafford Council) confirmed, in May 2016, that the site has not been designated as contaminated land. The officer also stated there are several sites within 250m which have the potential for contamination to have occurred but none have been designated as contaminated land. This information is considered to still be valid.
- 10.8. However, noting the potential for residual contamination to exist from made ground and a historic use of the site as a rifle range, and the perceived sensitivity of the change in land use from commercial to residential, further ground investigation may be required to understand contamination potential within the subsurface materials on site. However, there are no reasons why this needs to be undertaken prior to planning permission being granted.
- 10.9. Subject to the recommendations in the report being carried out, the proposed development therefore accords with Policy L5.13 of the Core Strategy.

### Ecology

- 10.10. The submitted Ecological Assessment confirms that the site is not part of any statutory designations for protected species and the works will not impact upon any internationally or nationally designated sites. Overall, due to its brownfield and industrial nature, the site has low potential for biodiversity.

- 10.11. There are no protected or notable habitats or plant species within the site boundary. The site is of negligible botanical value so there are no constraints to the proposals in relation to habitats and plants.
- 10.12. The buildings present on site were classified as having 'negligible' potential to support roosting bats and with the trees present on site classified as 'negligible'; there will be no impact on bat roosting habitat as a result of the proposed works.
- 10.13. The final development will include new planting, including trees, shrubs and flowers, amongst other landscape features. Enhancing biodiversity on site will be one facet of the future landscaping of the site.

### **Trees**

- 10.14. Trees that would be removed within the site are mostly low quality self-seeded individuals or those that are unsuitable for retention due to impaired condition, with the exception of three moderate quality trees. Tree planting will however be secured as part of a detailed landscaping scheme, and will include trees at the front of the site, on boundaries, and within public spaces. The proposed removal of trees will be appropriately mitigated, the arboricultural impact of the proposals will consequently be low.

### **Flood risk and drainage**

- 10.15. The Flood Risk Assessment and Drainage Strategy submitted within this application confirms that the site lies within Flood Zone 1 which means the land's annual probability of flooding is less than 1 in 1000 (<0.1%).
- 10.16. The report has found that the site is at very low risk of flooding from all sources and therefore, site-specific mitigation measures are not considered necessary.
- 10.17. It is proposed that surface water discharge from the site will be controlled and attenuation will be provided on site to accommodate storm events up to and including the 1 in 100 year plus 30% climate change event.
- 10.18. All methods of surface water discharge have been assessed and discharge of surface water to the 225mm public combined sewer in Great Stone Road has been agreed in principle with United Utilities who have permitted a maximum pass forward flow rate of 5 l/s. The report identifies that attenuation storage will be required in order to restrict surface water discharge to this rate.
- 10.19. The proposed development therefore accords with Policy L5 of the Core Strategy (parts 17 and 18).

### **Noise and Vibration**

- 10.20. A Noise and Vibration Assessment has been undertaken by Holtz Acoustics, which takes into account noise and vibration from the Metrolink and from Great Stone Road. It also considers the impact of the adjacent stadium and its sporting and other events.
- 10.21. The report concludes that adequate internal noise levels can be comfortably met provided suitable façade ventilations is used and that vibration levels affecting the site are significantly below the recommended levels.
- 10.22. In terms of external amenity areas, the ground floor outdoor areas benefit from significant acoustic screening from the Great Stone road building façade. The balconies on the Great Stone Road façade and balconies on part of the north and tramline facades, and the smaller roof terrace on the Great Stone Road facade will exceed the recommended criterion. However, guidance states that if this is the case then the impact may be partially offset if the residents are provided with access to 'a relatively quiet, protected, nearby external amenity



space for sole use by a limited group of residents as part of the amenity of their dwellings.

- 10.23. The external amenity areas proposed through this development meet this criterion.
- 10.24. The report also sets plant noise limits however, a full assessment will be undertaken once plant details are available.
- 10.25. The proposed development will be adjacent to Old Trafford Cricket Ground which, in addition to hosting cricket matches, has a license to host a small number of live music events. It is proposed that a noise management plan will be implemented to partially mitigate noise from the cricket ground.
- 10.26. NPPF encourages the planning system to prevent new development from being put at unacceptable risk from noise pollution (paragraph 170). Paragraph 180 states that planning decisions should ensure new development is appropriate for its location, in doing so the Council should:
- “a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason”*
- 10.27. Furthermore, paragraph 182 states:
- “Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.*
- 10.28. NPPF refers to the Noise Policy Statement for England (NPSE). In regard to LCCC, noise is “neighbourhood noise”, ie noise arising from entertainment premises (paragraph 2.5).
- 10.29. Planning Practice Guidance (Noise) advises that councils should take account of whether or not a significant adverse effect is likely to occur, whether or not an adverse effect is likely to occur, and whether or not a good standard of amenity can be achieved (Paragraph: 003 Reference ID: 30-003-20190722).
- 10.30. PPG also notes there are various factors influencing whether noise could be a concern, including the time of day it occurs, the number of noise events, the frequency (in terms of regularity) and pattern of the noise, and the spectral content and character of the noise (Paragraph: 004 Reference ID: 30-004-20190722).
- 10.31. In respect to noise from live music at LCCC, these events are infrequent, controlled and time limited. The venue’s licence restricts the holding of outdoor concerts with a capacity of more than 5,000 ticket holders to seven days per calendar year and concerns of this nature cannot be held on more than four consecutive days in any calendar year and these events must finish by 10.30pm.
- 10.32. On the handful of days per year when live music events do occur, there will inevitably be a noise impact on residents of the proposed development, as there is on existing residents nearby. However, given the infrequency of the events – and the fact that these events are known about in advance – residents’ health and quality of life will not be significantly adversely affected.
- 10.33. Some occupiers may cherish living close to an outdoor concert venue, especially those who would have some form of view of the event. All residents would know when concerts are held, and would have advance warning of such events and would have comfort in the



knowledge that noise would cease at 10.30pm.

- 10.34. In terms of sporting events, they tend to have a much lower attendances and involve day time and evening cricket matches. Any noise during the matches will be generated from tannoy announcements and limited music which will be focussed away from the apartments which will again, usually finish no later than 10.30pm. The acoustic report concludes that the cricket event may be audible to future occupiers but at a low level.
- 10.35. Taking these factors into account, it is evident the effects on health and quality of life from the intermittent concerts will not be significantly adverse. Conversely, given the presence of residents already in proximity to the stadium, and the pre-existing license controls, the scheme will not impinge on the stadium's use.

## **Air Quality**

- 10.36. The site is located in the vicinity of Greater Manchester Air Quality Management Area (AQMA). As such, an Air Quality Assessment is required to quantify pollution levels across the site, consider its suitability for the proposed end-use and assess potential impacts as a result of the development.
- 10.37. The Air Quality Assessment submitted through the previous application identified that during the construction phase of the development, there is the potential for air quality impacts as a result of the fugitive dust emissions from the site. However, assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by demolition, earthworks and construction, and trackout activities is predicted to be negligible.
- 10.38. The dispersion modelling results indicated that pollutant levels at sensitive locations across the site are below the relevant AQOs. The location is therefore considered suitable for residential use without the inclusion of mitigation methods to protect future users from poor air quality. Predicted impacts on NO<sub>2</sub> and PM<sub>10</sub> concentrations as a result of operational phase exhaust emissions were predicted to be negligible at all sensitive receptor locations considered. The overall significance of potential impacts was therefore determined to be not significant.
- 10.39. The updated Air Quality Note supporting this application identifies that pollutant concentrations has decreased within the study area since original assessment was completed, therefore the conclusions provided within the original assessment, which were deemed not significant, remain valid.
- 10.40. Taken together with decreased unit allocations and car park spaces proposed within this scheme, the note advises that the proposal would again be determined not significant with a high level of confidence.
- 10.41. Based on the assessment results, air quality is not considered a constraint to development of the site in accordance with Policy L5.13 of the Core Strategy.

## **Carbon budget**

- 10.42. A Carbon Budget Statement (CBS) has been prepared by Paragon Building and Project Consultants to demonstrate how the proposed development complies with the requirements of Core Strategy Policy L5 *Climate Change* in relation to energy and CO<sub>2</sub> emissions.
- 10.43. In order to propose a strategy of carbon reduction, in line with the Council's carbon reduction objectives, climate change and the NPPF, the CBS sets out the measures required to deliver an energy efficient, low carbon development. These include 'be lean' and 'be clean' approaches of the energy hierarchy:
- Adopting the 'fabric first' approach to reduce the demand for heat and power through a

well-insulated, energy efficient building fabric and services.

- Provision of energy efficient measures (services) within the development.
- 10.44. The development design will also focus on promoting a highly-efficient façade and proposed fabric efficiency measures to be incorporated into the development to meet the identified carbon reduction objectives to include the following:
- A 'fabric first' approach to design targeting reduced U-Values, improved detailing to reduce thermal bridges and increased air-tightness to reduce unwanted heat loss through the building fabric;
  - Mechanical Ventilation with Heat Recovery (MVHR) to provide fresh air and reuse heat that would otherwise be wasted;
  - Electrification of heat with fully controllable electric heater panels; and
  - Avoiding the burning of fuel on site, reducing impacts on local air quality.
- 10.45. Overall, the development will provide homes that achieve a significant reduction of 6.2% in CO2 emissions over Part L 2013 regulations through the use of active and passive energy efficiency measures.
- 10.46. The proposed development therefore accords with the provisions of Policy L5: *Climate Change*.

## Heritage

- 10.47. The supporting Heritage Statement to be read alongside the application submission demonstrates that the proposed development will not harm the significance of any designated or non-designated heritage assets in accordance with local and national planning policy requirements.
- 10.48. The setting of local listed buildings will be preserved; the character and appearance of Longford Conservation Area will be preserved; all local heritage assets will be conserved to be enjoyed for their contribution to the quality of life, in accordance with paragraph 17 of NPPF, and the changes to the setting of the Town Hall, Longford Conservation Area and LCCC will be negligible such that their significance is conserved.
- 10.49. In addition to conforming to the requirements of NPPF, the proposed development also accords with the development plan insofar as it will preserve heritage assets, as required by Policy R1 of the Core Strategy.

## Highways and access

- 10.50. A traffic impact assessment has been undertaken in relation to the proposed development which concludes that the proposed development will not give rise to any significant impacts upon the operation of the local highway network.
- 10.51. The site is very well located to encourage the use of sustainable transport modes. It is well connected to an established network of pedestrian and cycle infrastructure, benefits from proximity to bus stops providing frequent services to Manchester city centre, and is close to the Metrolink tram network via the Old Trafford tram stop. These characteristics of the site will ensure that a high proportion of everyday trips generated by the proposed development can be made by sustainable transport modes.
- 10.52. Vehicular access to the site will be achieved via a priority controlled access junction in the same position as the existing site access. The requisite 2.4m x 43m visibility splay can be achieved in both directions from the site access. The expected levels of traffic using the site

access are below the thresholds that would require the provision of a ghost island right turn facility on Great Stone Road.

- 10.53. The access road will lead to the car park and provide access to the refuse stores and cycle stores. The access road will be 5m in width, allowing comfortable two-way movement for cars, and sufficient room for a refuse vehicle and a car to pass. There is sufficient space within the site for a refuse vehicle (and fire engine) to turn around, to enable it to leave the site in forward gear.
- 10.54. There will be segregated access points off Great Stone Road for pedestrians and vehicles, with a new pedestrian access linking directly to the new building at podium level above the car park, central to the site. The aim is to remove conflicts between vehicles and pedestrians, with cars relegated to the edge of the site and the basement level.
- 10.55. The site will also facilitate connections to a new pedestrian link between Great Stone Road and Old Trafford Metrolink stop along the southern boundary of the site. This will improve permeability within this part of Stretford to the benefit of the wider community.
- 10.56. The proposed development is acceptable in highways and transport terms and therefore accords with Policy L4 of the Core Strategy and NPPF.

## Parking

- 10.57. Car parking within the site is proposed at a ratio of around 0.30 spaces per apartment which equates to 98 car parking spaces. Given the proximity of the site to public transport, the provision of cycle storage and the accessible location within an urban area, this level of car parking provision is considered to be appropriate for this development and accords with Trafford's maximum standards. Indeed, the Transport Assessment prepared by Vectos supports this view. In this scheme, spaces will be allocated, so there will be no 'first come, first served' queue for parking spaces, and no prospect of cars being permanently kept on-street.
- 10.58. A total of 400 cycle parking spaces will be provided within the site. These will be located within secure, covered cycle stores at lower-ground level, to ensure convenient access.
- 10.59. A Travel Plan accompanies the application. This sets out the framework for ongoing travel plan management and monitoring. It confirms that the proposal will also include a car sharing club, further reducing the demand for private car ownership amongst residents.
- 10.60. The Transport Assessment concludes that the level of parking proposed as part of the development will cause no adverse impact on the operation of the local highway network in accordance with Policy L4 of the Core Strategy. Although there is less cycle storage provided than required by the SPD, this will not result in any demonstrable harm or any severe impacts, and the scheme will still reduce the need for travel by private car.
- 10.61. One of the reasons for refusal for the previous application (Reason 9) related to a lack of dedicated parking provision for the retail / commercial floorspace proposed. As the floorspace of the commercial / retail elements has been greatly reduced to just 324 sqm, there will be no car parking provided for these commercial elements within this revised scheme.
- 10.62. The retail / commercial space will be ancillary to the residential development, rather than a commercial or shopping destination. Given the sustainable location of the site, it is expected that new and existing local residents will walk or cycle to the retail/commercial spaces.
- 10.63. There are double yellow line parking restrictions enforced along Great Stone Road which will further discourage visitors from driving to the commercial elements. The transport assessment submitted with this application confirms that the proposed level of parking is fully justified and is unlikely to result in any wider impacts on the surrounding highway or on-

street parking availability.

## Landscape design

- 10.64. A detailed landscaping scheme will be subject to agreement at reserved matters stage. However, an indicative landscaping statement has been provided in support of the application to provide an idea of the level, layout and design of the open space and landscaping within the site which will could be accommodated.
- 10.65. The landscaped areas will create a legible and attractive environment for residents offering a varied and informal space for general amenity with potential for use for a variety of purposes including areas of socialising, external dining, growing areas, informal play spaces, secluded spaces; and planted buffers.
- 10.66. The landscaped areas will bring new soft landscaping to a site which currently has limited opportunity for biodiversity. The scheme will create the potential for new habitats, thereby creating the potential to enhance flora and fauna in the local area in line with Core Strategy Policy R2.

## Design

- 10.67. The proposal accords with the relevant core planning principles as set out at paragraph 16 of the NPPF. The scheme promotes a residential led mixed use development which will bring about multiple benefits, and through its design will also reduce the scheme's carbon footprint by using energy efficient features.
- 10.68. Policy L7 covers design matters. Taking each bullet point in turn:
- The development is appropriate for its context, based on its location adjacent to Old Trafford cricket ground, within the LCCC Quarter where at least 400 new homes are to be provide and within the Civic Quarter part of Stretford, an area where regeneration is expected and encouraged;
  - The development utilises the opportunity to improve the character and quality of the area, particularly the streetscene and public realm; at present, the site does not relate well to the streetscene and is a blot within the townscape; creating an active frontage, bringing pedestrian connectivity from the street and hiding car parking at basement level will all improve the quality of the area;
  - Scale, density, height, massing, layout, elevation treatment, materials, landscaping, boundaries are considered below.
  - The proposal will provide for open space in accordance with Policy R5;
  - The proposal has a suitable vehicular access, which will be separated from the main pedestrian access;
  - The proposal includes sufficient off-street parking, cycle storage and servicing space;
  - The proposal can be adequately serviced;
  - The proposal has sufficient utilities connections;
  - The proposal has adequate provision of recycling facilities;
  - The proposal is compatible with the surrounding area in terms of noise, vibration, air quality, privacy and daylight/sunlight;
  - The proposal is designed to reduce the opportunity for crime and to protect public safety;
  - The proposal will be fully accessible;
  - The proposal will be well connected to adjoining areas;
  - The public areas will be safe and attractive for pedestrians and cyclists;
  - There are good, safe and convenient links to public transport and community facilities.
- 10.69. Furthermore, NPPF paragraph 130 confirms that where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.
- 10.70. This proposal seeks to address the reasons for refusal listed on the previous consent, this

section considers the reasons relating to design (Reasons 1, 3, 4, 5).

### Scale of development

- 10.71. The scale has been reached following detailed assessment work. The building is set against the existing backdrop of the rear of the modern cricket stadium. The site achieves highly efficient use of land, by extending across the majority of the site, including with gaps between buildings and stepped heights). At this height and massing, visual impacts and townscape impacts are not significant, and the proposal will improve the streetscene and create new public realm at the front of the site, whilst also hiding car parking, utilising the opportunity afforded by the topography.
- 10.72. The scheme has been redesigned to reduce the scale, height, density and massing, to address the Council's reasons for refusal (reasons 1, 3, and 4). Previously the scheme was considered by the Council to be significantly out of scale and keeping with its surroundings.
- 10.73. This revised proposal has received positive feedback from the Design Panel, stating that the scale of development is appropriate for a site of this significance. The Panel further commented that "The intended overall architectural quality, proportions and details were felt to be successful and you must strive to retain these in the final scheme and not lose elements to any future efficiency savings"
- 10.74. "Making a series of individual buildings engage more directly with Great Stone Road will have the beneficial impact of reducing the sense of one large mass, whilst still allowing the opportunity to create a landmark element as you emerge over the bridge from The Quadrant, and help connect to the amenities there".
- 10.75. Taking these comments into account, the proposal has been divided into separate buildings which directly engage with Great Stone Road, improving the relationship with the streetscene but whilst retaining the overall architectural quality.

### Height

- 10.76. In the 2018 pre-application process, the Council expressed concerns about the development being too tall, stating that six-storeys would be the maximum height supported. The 2018 outline application submitted a TVIA and other assessments which justified the submission of a scheme taller than six-storeys.
- 10.77. The maximum scheme height has been reduced from 13 storeys to eight within this submission, which was broadly supported within the Design Panel's feedback, specifically:
- "The Panel did not agree that there was any need to define a rigid datum at six storeys and that justification could be made to adjust this";
  - "Greater height, than currently proposed, adjacent to the tramline is not considered an issue, especially if this maintains a viable development quantum, allows for breaking up the blocks and secures greater liveability";
- 10.78. As with all development, there will be some visual effects and changes to views, but these are not significantly adverse such as to harm interests of acknowledged importance.

### Density

- 10.79. Core Strategy Policies L1 and HO2 emphasise the efficient use of land, concentrating higher density housing development in appropriate and sustainable locations at low risk of flooding.
- 10.80. The proposal provides a balanced housing mix, with dedicated areas of open space enhancing residential amenity in accordance with Core Strategy Policy L7. The scheme includes sufficient parking for this amount of development.

- 10.81. The scheme is at a lower density than some schemes granted planning permission in Trafford, and will help meet the objectives of the Core Strategy.
- 10.82. The density has been reduced since the previous scheme, in response to the Council's concerns that the previous scheme was out of scale and keeping with the area. The revised scheme height and proportions are acceptable in design terms, according to the feedback received, and would not have a detrimental impact on street scene, area character, living standards or amenity for current or future residents.

### **Mix**

- 10.83. The scheme proposes 33% of the development to be one bed / studio dwellings. Policy L2.7 states that, "1 Bed, general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's Town Centres and the Regional Centre. In all circumstances the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need."
- 10.84. Additional detail on mix and tenures of the unit is included at Section 7 of this report. As can be seen in the breakdown included at Table 4, there is a great variance in the sizes of apartments provided within the development as a whole and also within each unit size. This creates a genuine housing mix within the scheme and opens up opportunities for prospective occupiers from a pricing and need perspective and reflects demand.
- 10.85. This illustrates there will be a range of accommodation for various demographic sectors. As a result, the mix is considered to be wholly acceptable, and will provide a good range of property size for future residents.

### **Microclimate**

- 10.86. A Wind Microclimate Report has been undertaken by WSP informed by the T.V. Lawson (2001) environment criteria for comfort and safety, and the Best Practice for Computational Fluid Dynamics Simulation of Flows in the Urban Environment (Franke et al, 2007). The study assessed the proposed development in the context of the location of the application site to determine the likely wind conditions at pedestrian level in and around the proposed development.
- 10.87. All the amenity spaces within the proposed development are identified as being suitable for the intended use during the whole year.
- 10.88. Mitigation in the form of landscaping and tree planting is encouraged to improve the wind environment in two locations on the site.
- 10.89. There will be no adverse effect on the wind environment outside the site.
- 10.90. There will be no discernible effect on the cricket ground or within existing public areas. No mitigation will be required.

### **Daylight and sunlight**

- 10.91. Feedback from the Design Panel suggested that to introduce more natural light onto elevations and internal areas, the introduction of secondary entrances could be used. The Panel's clear view was that the development would benefit from being a series of separate buildings.
- 10.92. This advice has been followed, resulting in a proposal for three buildings which introduces more natural daylight into the scheme in comparison to the previous iterations. To introduce sunlight penetration to the north-east street, a wider edge and raised ground level has been introduced.



- 10.93. A Daylight and Sunlight Assessment has been undertaken by AA Projects which considers the proposed development in relation to the BRE guidelines on daylight and sunlight for the selected windows to the adjacent residential accommodation and within the proposed development itself.
- 10.94. The report finds that the results demonstrate very high levels of compliance, with only a small number of isolated bedroom windows which do not meet the base line target by a negligible to minor degree. Bedrooms are deemed by BRE guidance to be “less important”. Whilst there are some measures of daylight / sunlight to the windows / rooms examined in the surrounding properties that do not fully meet the individual BRE criteria, on the whole, the calculations are acceptable. Indeed, few – if any- new developments will have no effects.
- 10.95. The windows and rooms assessed would either receive adequate daylight and sunlight in accordance with the BRE guidelines after the development or the existing levels are not significantly changed. The proposed development would therefore have no material impact on either daylight or sunlight levels in neighbouring properties.
- 10.96. The proposal would not result in noticeable reductions in the amount of daylight and sunlight that nearby properties receive, and therefore no harm to amenity in this regard. There is thus no reason why the proposed development should not be supported because of concerns over reductions in daylight or sunlight levels currently enjoyed by neighbouring properties.
- 10.97. The proposal will not create any additional shadows that are cast over the cricket ground.

### **Townscape and visual impact**

- 10.98. A Landscape / Townscape & Visual Impact Appraisal has been undertaken by TPM Landscape in support of the proposed development. The report considers the baseline for both landscape and visual amenity and will seek to identify the sensitivity of each before considering the change that the proposed development may introduce. The landscape and visual impact of the proposed development is assessed and a strategy of mitigation is explored.
- 10.99. The report concludes that the construction of the building will inevitably be visible from locations close to the proposal site and have some influence of change over the immediate urban surroundings. However, this change, both townscape and visual, is contained within a relatively small area, with recorded visual effects over moderate substantial only occurring within 0.6 km distance from the site, and then only where views of the building are possible.
- 10.100. The scale and appearance of the proposed building is contiguous with the immediately adjacent stadium infrastructure and the larger office and commercial buildings within the cricket club quarter more broadly. The nature of change, although noticeable and prominent, is not always adverse with change from a number of vantage points being noted as neutral and potentially beneficial in nature. This is a reflection of the ability of the proposals to offer a strong and striking architectural form at the corner of an existing urban block which is defined by other large and notable urban forms, and also the regeneration of the site bringing derelict brownfield into active use.
- 10.101. No notable townscape effects are recorded and no notable effects are assessed for the local conservation and historic assets. For those visual effects that are notable at moderate-substantial or above, the mitigation proposals reduce some of these over time through screening and integration. Those that remain are expected to become over time an accepted part of the established urban scene with the nature of change altering from adverse to neutral.



## Crime and security

- 10.102. This application is supported by a Crime Impact Statement, produced by Design for Security at Greater Manchester Police.
- 10.103. The statement concludes that the proposed scheme is generally acceptable and provided that the recommendations set out within the report are implemented, Design for Security would be supportive of the planning application.
- 10.104. The recommendations will be incorporated within the proposal as follows:
- Access to the rear of the building will be restricted to residents;
  - Access to the courtyards will be controlled;
  - The footpath link between Great Stone Road and the rear of the site will not be directly outside windows;
  - The building will be closely controlled so that residents/visitors can only access areas of the building where they have legitimate access;
  - Mail workers will only be able to deliver mail to individual mailboxes whereby access to individual floors is not necessary. Parcel stores will be fitted with automatic locks to ensure secure locking when not in use;
  - Access to the car parking area will be restricted and doors will be certified to a burglary resistant standard and operate on an access control system, restricting access to communal areas and the circulation core of the apartment development to residents;
  - The car park will be covered by CCTV and illuminated to BS 5489 standards;
  - The bicycle storage areas in the undercroft car park will have a doorset operating on an access control system;
  - The blank facades can be treated with an anti-graffiti coating and CCTV will be capable of being monitored by concierge staff from where they will be typically stationed;
  - Elevations of the building including external doors will be illuminated to a high standard;
  - Commercial units will be covered with monitored alarm systems.
- 10.105. The design rationale for the scheme has been developed to create an active, inclusive streetscene, with community uses at ground floor. One aim is to avoid creating a fortified appearance that detracts from the new public realm, therefore close attention will be paid to using landscaping (hard and soft, sensory) to define public and private spaces, rather than physical security measures.
- 10.106. The proposed development is therefore acceptable in security terms and as such complies with Policy L7.4 of the Core Strategy.

## Planning obligations and CIL

- 10.107. The application is accompanied by Heads of Term and by a CIL form. The planning obligations required will depend on the policy and guidance in force at the time of determining the application, requests from consultees and compliance with the CIL Regulations.

## Summary

- 10.108. This section demonstrates that there are no material considerations which indicate that planning permission should not be forthcoming.
- 10.109. The nine reasons for refusal on the previous application, have been fully addressed within this section.
- 10.110. Reason 1 – The height, scale, layout, density, massing and monolithic appearance being inappropriate in its context, which would result in a building which would be significantly out of scale and keeping with its surroundings. This would have a highly detrimental impact on the street scene and the character and quality of the area.
- 10.111. The height, scale, density and massing has been reduced within this submission, and the layout revised. The scheme has been reviewed by the Design Panel, which has provided positive feedback and suggestions, which have been incorporated into the scheme. The changes made and feedback received demonstrate that the proposal is of an appropriate design and scale, in keeping with the surrounding area.
- 10.112. Furthermore, the height allows the density of the site to be maximised in a sustainable manner and facilitates the delivery of significant benefits. For instance, the delivery of much needed homes, which are a high quality design which meet identified needs.
- 10.113. Reason 2 - The proposed development would not provide a development plan policy compliant level of planning obligations in relation to affordable housing; spatial green infrastructure and outdoor sports provision; healthcare facilities; and site specific highway improvements to suitably and appropriately mitigate the impacts of the development. The applicant has failed to demonstrate that there is a robust viability case to demonstrate that the scheme could not offer a policy compliant level of obligations.
- 10.114. A heads of terms has been submitted as part of this application, the nature and amount of planning obligation will be discussed and agreed as part of the determination of the application.
- 10.115. Reason 3 – the height, massing, scale and layout would result in a poor level of amenity and unacceptable living standards for future occupiers of the development, by virtue of inadequate daylight, sunlight and outlook in both apartments and amenity areas.
- 10.116. The daylight and sunlight assessment demonstrates that the revised scheme would provide adequate daylight and sunlight in both apartments and amenity areas. The amenity, outlook and living standards of future occupiers has been carefully considered, introducing private gardens and implementing the recommendations received during the Design Panel review to maximise liveability and occupier amenity.
- 10.117. Reason 4: The proposed development by virtue of its height, massing, scale and layout would result in harm to the amenity of existing residential properties on Great Stone Road and Trent Bridge Walk by virtue of noticeable reductions in the amount of daylight and sunlight that they receive, and would also have an overbearing impact on these properties and other residential properties in the wider 'Gorses' area.
- 10.118. As demonstrated through the sunlight and daylight assessment, there is a very limited impact of overshadowing on neighbouring properties. It concludes that there is no reason why the revised proposal should not be supported because of concerns over reductions in daylight or sunlight levels currently enjoyed by neighbouring properties.
- 10.119. The height and scale of the revised proposal is suitable for this area, and would not have an overbearing impact on neighbouring properties.
- 10.120. Reason 5: The applicant has failed to demonstrate, through the submission of sufficient

information, that the adverse wind related impacts of the development can be adequately mitigated. Based on the information before the Council the proposal would result in an unacceptably windy environment for future occupiers of the development, to the detriment of their amenity and which would not provide acceptable living conditions.

- 10.121. The submitted wind microclimate report demonstrates that there would not be adverse wind related impacts as a result of development. No mitigation is required.
- 10.122. Reason 6: The proposed development would have a harmful impact on the setting of Trafford Town Hall equating to 'less than substantial' harm in National Planning Policy Framework terms. The benefits of the scheme are not considered to outweigh the identified harm to a designated heritage asset.
- 10.123. The submitted heritage assessment demonstrates that the revised proposal would not have a harmful impact on the setting of Trafford Town Hall.
- 10.124. Reason 7: The applicant has failed to provide requested information to allow an informed assessment to be made of the impact of the proposed development on the setting and therefore significance of Longford Park Conservation Area, a designated heritage asset. The applicant has therefore failed to demonstrate the development would not harm the significance of the designated heritage asset.
- 10.125. To address this reason for refusal, an assessment of the Longford Park Conservation Area has been undertaken within the submitted Heritage Assessment. Whilst the proposed development may result in a minor change within the setting of the Conservation Area, the majority of the proposed building will not be visible. The parts of the building which will be visible will be viewed in the existing mixed urban context. The assessment concludes that the impact of development on the setting of the Conversation Area will be neutral and its significance will remain unaffected.
- 10.126. Reason 8: The proposed development would have a dominating and adverse impact on Lancashire Cricket Club (LCC) as well as its setting and cultural character and identity. LCC is a non-designated heritage asset and internationally significant visitor attraction, cultural and tourism venue. The scale of the harm and the significance of the asset, as well as the potential impact on the visitor experience are considered to be sufficient to weigh strongly against the proposals.
- 10.127. The impact of the proposed development on the LCC has been considered carefully and assessed within the submitted Heritage Assessment. The assessment concludes that the proposed development will result in a change within the setting of the cricket ground, but importantly it will not result in harm to or impact upon the its form or function. The proposed development will have a neutral effect on the setting of LCC and will not result in harm to its significance.
- 10.128. Reason 9: No dedicated car parking is provided for the 1,181sq metres of retail and / or commercial floorspace proposed and the applicant has not demonstrated that reasonable and enforceable planning conditions could be used to limit the use of this floorspace to occupants of the proposed development. Failure to provide adequate car parking provision for these uses would result in ad-hoc on street parking to the detriment of highway and pedestrian safety.
- 10.129. The area of retail spaces has been significantly reduced within the revised scheme, to just 344sqm of retail and café space. Given the sustainable location, it is expected customers will be visiting the site on foot or other sustainable modes of transport. The retail and café space are proposed to meet a very local need, rather than serving the wider Stretford area. If parking space was provided the concern is that it would encourage customers to drive rather than use sustainable transport methods.
- 10.130. This section has shown that by virtue of the height proposed there are no significant harmful

impacts as a result of loss of light, privacy, overbearing, visual impact, overshadowing and townscape visual impacts.

## 11. Conclusion

- 11.1. WSP | Indigo has prepared this Planning Statement to support an outline application for a residential-led mixed use scheme on the site of the former B&Q store on Great Stone Road.
- 11.2. By virtue of being located immediately adjacent to Old Trafford Cricket Ground, the application site is located within the Core Strategy's LCCC Quarter. The geographic extent of the Quarter was defined in the abandoned Allocations Plan. The extant development plan states that 400 homes should be delivered in the LCCC Quarter. This should be treated as a minimum, given the Council's treatment of the figure as a minimum in its Allocations Plan, given there is no five-year supply and policies for the supply of housing in the development plan are out-of-date, and given the need to boost significantly housing delivery.
- 11.3. The site is also located within the areas covered by the Stretford Masterplan and the newly-defined Civic Quarter, which also encompasses the cricket ground, football ground, town hall, retail park, office buildings, some residential areas and the site of the former Kellogg's building, which has been converted to UA92.
- 11.4. This is an area of change, which has been characterised by modern developments in the past ten years, including the new Tesco, the Point conference centre, the Hilton hotel and the 12-storey apartment block directly opposite the Town Hall.
- 11.5. The Old Trafford part of Stretford is very accessible, being served by the Metrolink and by bus routes (and, albeit to a lesser extent, the railway line at Manchester United FC), with good connectivity to Stretford town centre, Altrincham and Manchester city centre. There are several large employers and office buildings, facilities and services within the local area that can be accessed quickly and safely from the application site on foot and by bike.
- 11.6. Therefore, this location is appropriate for major residential development, indeed major residential development in the LCCC Quarter is a particular policy ambition within the extant Core Strategy. In the abandoned Allocations Plan, the Council showed support for residential development that fronts Great Stone Road.
- 11.7. The proposal will help meet the objectives for the borough and for the Old Trafford area that are set out in the adopted Core Strategy. Indeed, new residential development is required to help deliver the many benefits that arise from new housing, particularly in light of a consistent shortfall in housing delivery within Trafford. This shortfall is reflected in the Housing Strategy that was ratified in 2018.
- 11.8. The design of the scheme is bespoke, and will include a wide mix of different sized apartments (including variety within the studio, 1-bed, 2-bed and 3-bed offer) and will include ancillary spaces both inside and out.
- 11.9. With the Council's objectively assessed need highly likely to increase, this persistent under-supply of housing is likely to be accentuated further. New development on brownfield land, in strategic locations and with good levels of accessibility should be supported.
- 11.10. The proposed development accords with the Core Strategy, taken as a whole.
- 11.11. The proposal will deliver economic, social and environmental benefits. In the interests of completeness, these benefits can be weighed against potential harm arising from the proposals.
- 11.12. There will be no harm to the interests of the cricket club.

- 11.13. There will be no harm to the significance of heritage assets.
- 11.14. The proposal is acceptable in highways and transport planning terms.
- 11.15. The occupiers of the proposal will have good levels of amenity and their health and quality of life will not be adversely affected by noise effects.
- 11.16. There will be no harm to local centres, indeed the additional population will have a positive effect on local centres through additional expenditure.
- 11.17. The scheme delivers positive design elements, including creating new public realm and improving the Great Stone Road streetscene, with the proposed development interacting at street level, rather than being at a lower level than the highway. The proposal will also hide the car parking, whereas at present the site has a vast swathe of parking adjacent to the vacant store.
- 11.18. The scheme will deliver much needed housing and deliverable benefits. When added to the conformity with the development plan and the triggering of the titled balance through the absence of a five-year supply, planning permission should clearly be granted without delay.

# Appendix 1



## Appendix 1

### Local Medical and Healthcare Facilities (walk times from Google Maps)

1. Qamar Medical Practice (M1 0LW) 16 min WT
2. Seymour Grove Health Centre (M16 0LW) 16 min WT
3. Old Trafford Medical Practice (M16 0LW) 17min WT
4. Jubilee Court Surgery (M16 0LQ) 15min WT
5. Gorse Hill Medical Centre (M32 0RN) 10min WT
6. Chester Road Surgery (M32 0PA) 10min WT
7. The Delamere Medical Practice (M32 0DF) 20min WT
8. Chorlton Family Practice (M21 9NJ) 19min WT
9. Ashville Surgery (M16 9RT) 21min WT
10. Ayres Road Dental (M16 9WR) 17min WT
11. The Dental Team (M32 0QJ) 10min WT
12. Firwood Dental Practice (M16 0HU) 10min WT
13. Chorlton Dental (M21 9NJ) 19min WT
14. Wood and Woolfstein Dental 21min WT
15. Tesco Pharmacy (M32 0QW) 10min WT
16. Gorse Hill Pharmacy (M32 0PA) 10min WT
17. C&T Pharmacy (M32 8GR) 3min WT
18. Rowlands Pharmacy (M16 0WL) 16min WT
19. Elliots Pharmacy (M16 0LN) 17min WT
20. Roberts G P Ltd (M16 9WR) 18min WT
21. Boots (M21 9AQ) 21min WT

# Appendix 2

## Appendix 2

Application Reference	Address	Description	Decision	Date
H00475	Greatstone Road - Hardrock – Stretford, M32 OYP	Proposed change of use from entertainment centre to retail store	Refused	7 November 1974
H04717	Greatstone Road - Hardrock – Stretford, M32 OYP	Change of Use from entertainment centre to DIY Homes and Garden Centre for supp. To the public and trade of home and garden maintenance and improvement materials	Approved with conditions	15 November 1978
H06045	Great Stone Road Hardrock, Stretford, M32 OYP	Alterations and extensions necessary for the conversion of entertainment centre into DIY/Garden supercentre	Approved	9 February 1979
H15522	Great Stone Road - B & Q Retail Limited – Stretford, M32 OYP	Alterations to external appearance	Approve with conditions	16 November 1981
H17007	Great Stone Road - B & Q Retail Limited – Stretford, M32 OYP	Retention of steps constructed up the embankment to make a new pedestrian access with Great Stone Road	Approved with conditions	20 October 1982
H27247	Great Stone Road - B & Q Retail Limited – Stretford, M32 OYP	Retention of Portacabin for use for storage	Refused	6 July 1988
H27952	Great Stone Road - B & Q Retail Limited – Stretford, M32 OYP	Removal of Condition No 3 (Attached to planning consent H/04717) to allow Sunday Trading	Refused and Appeal Dismissed	26 October 1988
H/56699	Great Stone Road - B & Q Retail Limited – Stretford, M32	Erection of 3.6m high perimeter fencing to form storage compound within existing parking area; alterations to	Approved with conditions	5 August 2003

	0YP	existing car park		
91337/DEM/17	Great Stone Road - B & Q Retail Limited – Stretford, M32 0YP	Demolition of all buildings including vacant unit. (Consultation under Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015.	Prior Approval Approved	8 June 2017
94974/OUT/18	Former B And Q Site, Great Stone Road, Stretford, M32 0YP	Outline application sought for demolition of existing retail unit and associated structures; erection of a 5 to 13 storey building for a mix of uses. Consent is sought for access, appearance, layout and scale with all other matters reserved.	Refused	29 March 2019

# Appendix 3

## Appendix 3

### Sequential Assessment

- 1.1. The application proposes an outline application for 333 apartments and communal space ancillary to the residential use flexible spaces for use classes A1, A3, D1 and / or D2.
- 1.2. Retail and leisure uses are defined in the National Planning Policy Framework (NPPF) as “main town centre uses”. In accordance with paragraph 86 of the NPPF and Policy W2 of the Core Strategy, the sequential test should be applied to all development proposals for main town centre uses that are not in an identified centre and not in accordance with an up to date Development Plan. NPPF identifies that applications for main town centre uses should be located in town centres, then in edge of centre locations, and only if suitable sites are not available should out of centre sites be considered. It further requires applicants and Local Planning Authorities to demonstrate flexibility on issues such as format and scale.
- 1.3. The application site is not within a town centre location as defined in the NPPF and proposes a series of flexible town centre uses. As such, a sequential assessment has been undertaken.

### Methodology

- 1.4. The Planning Practice Guidance (PPG) ‘Town centres and retail’ provides guidance on the application and interpretation of the sequential test. This includes the remit of the sequential assessment, and the importance of discussion between the applicant and local planning authority (ref: 2b-011-20190722).
- 1.5. This assessment has had full regard to this guidance and is based on a scope as set out in the written pre-application response issued by D Harrison, Planning Officer, on 24 April and subsequent email dated 6 August 2018.
- 1.6. The PPG further identifies those considerations (ref: ID 2b-011-20190722) that should be taken into account when determining whether a proposal complies with the sequential test, based on the following:
  - Has the suitability of more central sites to accommodate the proposals been considered, having regard to flexibility?
  - Is there scope for flexibility in the format and/or scale of the proposal?
  - If there are no suitable sequentially preferable locations, the sequential test is passed.
- 1.7. When addressing the sequential approach, both the applicant and Local Planning Authority must adopt realism and only consider sites which are ‘suitable’ for the development proposed by the applicant. The Supreme Court case, involving Tesco and Dundee Council (March 2012), considered the issue and definition of ‘suitability’, and the degree to which an application should demonstrate flexibility.
- 1.8. The judgement concluded that that:
  - The natural reading of each policy is that the word suitable, in the first criteria, refers to the suitability of sites for the proposed development – it is the proposed development which will only be acceptable if no suitable site is available more centrally (paragraph 25), and

- The application of the sequential approach requires flexibility and realism from developers and retailers, as well as planning authorities (paragraph 28).
- 1.9. The application of the sequential approach to site selection, including the consideration of sites that may be considered suitable and available, must also fully understand, and have regard to the applicant's operational and commercial requirements.
- A site which allows a freehold interest to be acquired;
  - A prominent site with ability to attract passing trade;
  - A site that is easily accessible by a choice of means of transport; and
  - A site which can accommodate a range of flexible uses alongside one another incorporating separate unit fronts and access arrangements.
- 1.10. A floorspace between 307 sqm and 356 sqm will be adopted for the purposes of the assessment. This is based on the proposed level of 324 sqm of flexible commercial uses allowing for a 10% flexibility either way.
- 1.11. The assessment is focused on Great Stone Road Neighbourhood Centre and Gorse Hill and Trafford Bar Local Centres as agreed with the local planning authority. All vacant sites within the defined centre and within circa 300m (edge of centre) were assessed.

### **Sequential Assessment**

#### Great Stone Road Neighbourhood Shopping Centre

- 1.12. The extent of the centre is defined by the blue shaded area on the proposals map extract below. An aerial image of the centre is also included for context.

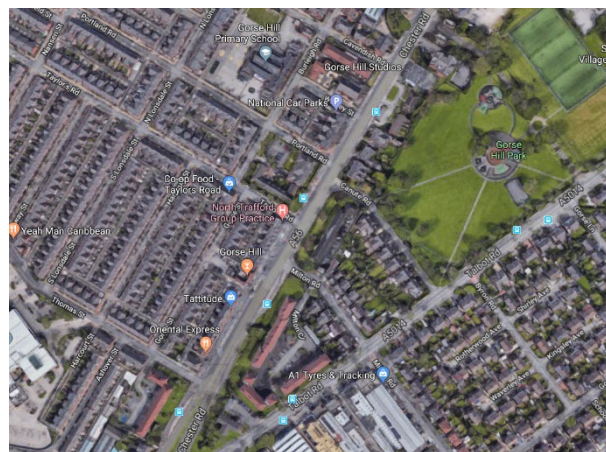
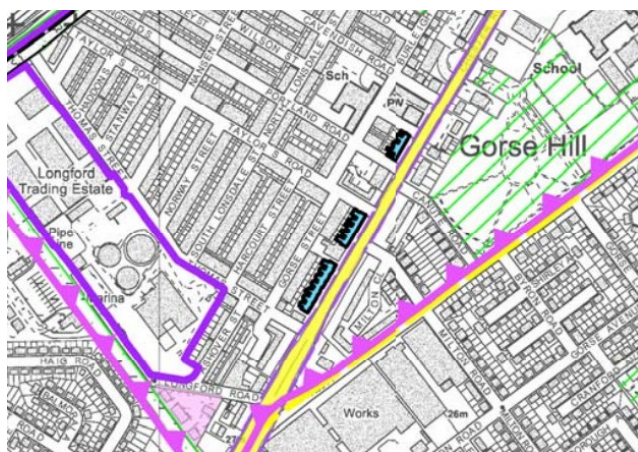


- 1.13. The centre comprises 14 units and includes 3 no. local convenience shops, a betting shop, a number of takeaway restaurants, a pub, a pharmacy, hairdressers and a dry cleaners.
- 1.14. The assessment has revealed that other than the application site which is located less than 200m from Great Stone Road, there are no units or sites within or on the edge of Great Stone Road Neighbourhood Shopping Centre which are either suitable nor available to accommodate the proposed development. It can therefore be confirmed that there are no sequentially preferable sites in Great Stone Road Neighbourhood Centre.

#### Gorse Hill Local Centre

- 1.15. The extent of the centre is defined by the blue shaded area on the proposals map extract below. An aerial image of the centre taken from Google maps is also included for context.



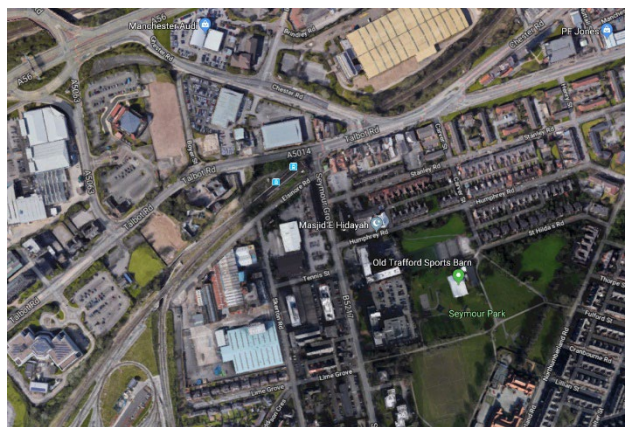


- 1.16. The centre comprises 31 units which are located in a linear formation on the northern side of Chester Road. Uses in the centre include a number of small convenience stores, cafes, hairdressers, barbers, tattoo shop, betting shop, a doctors surgery, pharmacy, a pub, takeaways and a laundrette.
- 1.17. The table below provides an assessment of any potentially sequentially preferable sites and units within the centre.

Site details	Comments	Conclusion
914 Chester Road, Stretford Chinese takeaway business available on leasehold basis.	The site is currently available and being marketed by Blacks Business Brokers, however the floorspace has not been included on the marketing particulars. Nonetheless, it is not considered that the unit extends over 180sqm split over three floors. It is much too small to accommodate the floorspace proposed through the application. The unit is not available for freehold purchase which is one of the applicant's site requirements.	The site is not sequentially preferable as it is not suitable to accommodate the proposed development.
906 Chester Road, Stretford Available to let. Three storey office building measuring 133 sqm	The site is currently available however, at 133 sqm split over three floors, the ground floor retail unit is much too small to accommodate the floorspace proposed through the application.	The site is not sequentially preferable as it is not suitable to accommodate the proposed development.
Golden Apple, Davyhulme Road East, Stretford. Chinese takeaway with 3 bedroom accommodation	The site is currently available and being marketed by Blacks Business Brokers, however the floorspace has not been included on the marketing particulars. Nonetheless, it is not considered that the unit extends over 180sqm split over three floors. It is much too small to accommodate the floorspace proposed through the application.	The site is not sequentially preferable as it is not suitable to accommodate the proposed development.

Trafford Bar Local Centre

- 1.18. The extent of the centre is defined by the blue area on the proposals map extract below. An aerial image of the centre taken from Google maps is also included for context.



- 1.19. The table below provides an assessment of any potentially sequentially preferable sites and units within the centre.
- 1.20. The assessment has revealed that there are no units or sites within or on the edge of Trafford Bar Local Centre which are either suitable nor available to accommodate the proposed development. It can therefore be confirmed that there are no sequentially preferable sites in the Trafford Bar Local Centre.

### Conclusion

- 1.21. In accordance with the provisions of the NPPF and the adopted Development Plan for Trafford, a sequential assessment has been undertaken to support the proposed mixed use development at the former B+Q site, Great Stone Road, Stretford. As agreed in the previous application, the assessment focused on the Great Stone Road Neighbourhood Shopping Centre and Gorse Hill and Trafford Bar Local Centres.
- 1.22. As set out above, there are no sequentially preferable sites within, or on the edge of the identified centres that are either available, suitable or viable to accommodate the proposed flexible commercial uses. The sequential test has, therefore, been passed.
- 1.23. We trust this assessment addresses the comments raised in terms of sequential assessment. However, if you have any queries or require any further information please do not hesitate to get in touch.

# Appendix 4

Trafford Council Major Residential Planning Permissions over the last 5 years over 3 storeys in height					
Map ref.	Site/scheme	Planning permission/pending application	Number of units	Number of storeys	Status
1	Land OnTrafford Wharf Road, Bounded By Wharf End To The North,BT Exchange Building To The West And Trafford Wharf Road To The South And West, Trafford Park M17 1AG	Ref: 90738/FUL/17 Demolition of existing buildings, and construction of a mixed use development including two towers of 15 and 18 storeys, to provide 354 dwellings (C3), with 2 commercial units (A1, A2, A3, B1, D2 use), and associated car parking, access and landscaping works. Approved at Committee on 10th August 2017 subject to signing of S106 agreement.	354 (0.74 ha) (density = 478 per hectare)	15-18	Approved at Committee on 10 August 2017 subject to signing of S106 agreement.
2	M K M House Warwick Road Stretford M16 0XX	Ref: 84703/FUL/15 Erection of 12 storey building with three basement levels to provide 89 apartments, basement car parking, cycle parking facilities, associated landscaping and vehicular access from Warwick Road. Approved 22nd March 2016	89 (0.11ha) (density = 809 per hectare)	12	Approved 22 March 2016.
3	86 Talbot Road Stretford	Ref: 88792/FUL/16 Erection of a 10 storey block of 90 apartments (comprising of 27no 1 bedroom, 54no 2 bedroom and 9no 3 bedroom) with communal facilities and associated landscaping with the creation of 90 parking spaces and a cycle store. Approved 2nd December 2017.	90 (0.3ha) (density = 300 per hectare)	10	Approved 2 December 2017.
4	Development Site Pomona Strand Old Trafford	Ref: 90799/FUL/17 Erection of two residential blocks providing a total of 216no. one, two and three bedroom residential apartments (Block 1 and Block 2 will comprise 10 and 12 storeys respectively) with parking, landscaping and associated works. Approved at Committee on 13th July subject to signing of S106 agreement.	216 (1 ha) (density = 216 per hectare)	10-12	Approved at Committee on 13 July subject to signing of S106 agreement.
5	Trafford Plaza 73 Seymour Grove Old Trafford	Ref: 90711/FUL/17 Erection of a building with 12 to 16 storeys containing 174 residential apartments (64 x 1 bedroom and 110 x 2 bedrooms) plus upper and lower ground floor levels containing car and cycle parking with associated bin stores and hard and soft landscaping. Approved at Committee on 15th June 2017 subject to signing of S106 agreement.	174 (0.57ha) (density = 305 per hectare)	12-16	Approved at Committee on 15 June 2017 subject to signing of S106 agreement.
6	Trafford Plaza 73 Seymour Grove Old Trafford	Ref: 88991/PRO/16 Change of use of existing office building from office (Use Class B1(a)) to residential (Use Class C3) to create 90 no. apartments. Application for determination as to whether prior approval is required under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Prior approval granted 15th September 2016.	90 (unknown)	9	Prior approval granted 15 September 2016.
7	Land Bound By Bridgewater Way, Chester Road, Virgil Street And Princess Street Old Trafford (Cornbrook works)	Ref: 90991/FUL/17 Demolition and redevelopment of the site to create a residential development comprising 363 residential units within five new residential buildings rising from 4 to 19 storeys in height, together with parking, landscaping, ancillary facilities and associated works. Approved 14th August 2017.	363 (0.9 ha) (density = 403 per hectare)	4-19	Approved 14 August 2017.
8	Development Site Pomona Strand Old Trafford	Ref: 85822/FUL/15 Erection of 11 storey building of 86 apartments and 10 storey building of 78 apartments with ground floor link, provision of car parking, access from Hulme Hall Road, new	78 plus 86 (0.85 ha) (density = 193 per hectare)	10-11	Approved 27 November 2015.

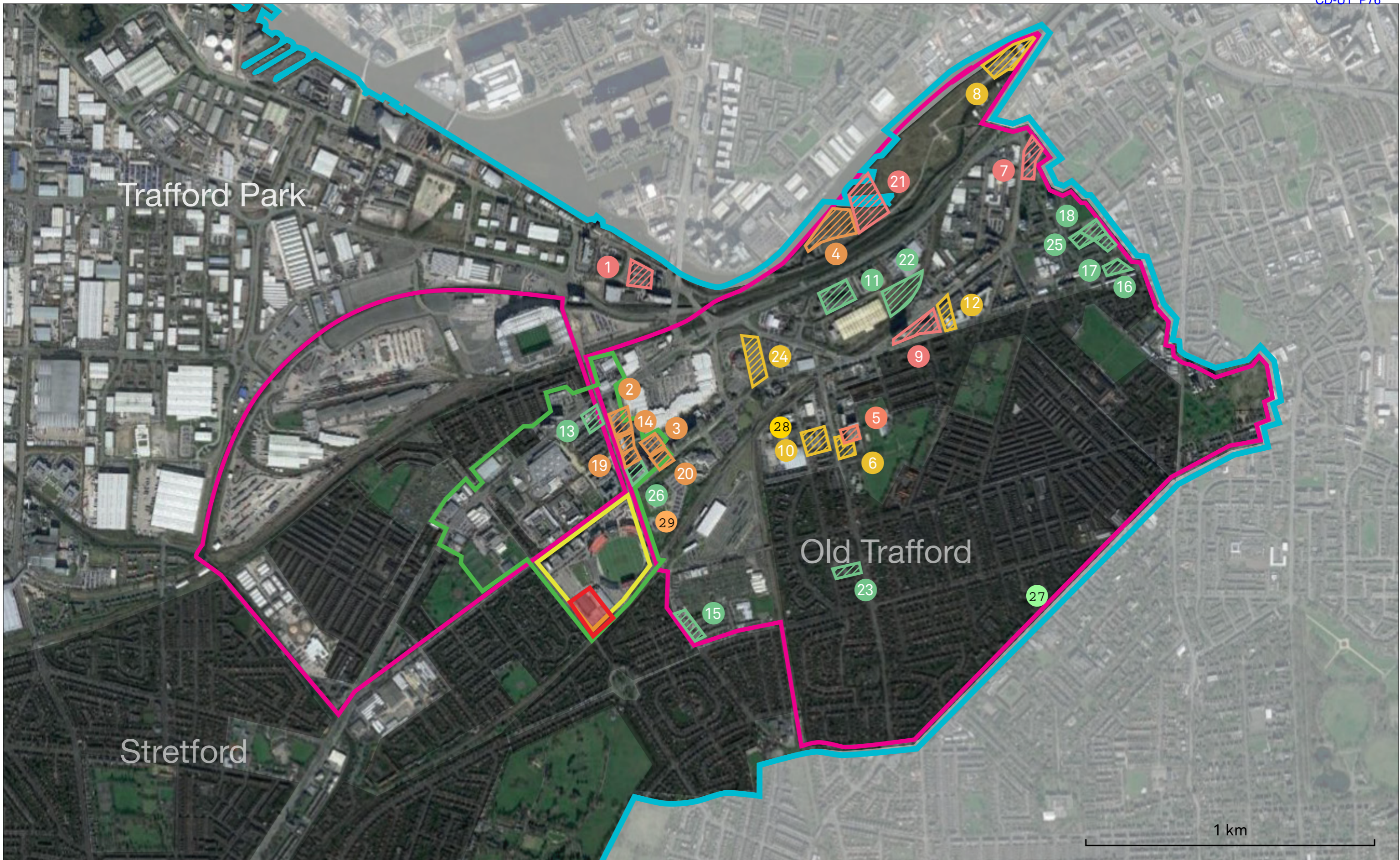


		landscaping and refurbishment of footpath alongside Manchester Ship Canal/River Irwell.Approved 27th November 2015.			
9	West Point 501 Chester Road Old Trafford	Ref: 90340/PRO/17 Change of use of existing office building from office (Use Class B1(a) ) to residential (Use Class C3) to create 326 no. apartments. Application for determination as to whether prior approval is required under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Prior approval granted 21st February 2017.	326 (unknown)	15	Prior approval granted 21 February 2017.
10	Former Hse Building Grove House Skerton Road Old Trafford	Ref: 83205/PAC/2014 Application for prior approval for a change of use from offices to 72no. residential apartments. Application for prior app approved 15th February 2016 Ref: 86759/FUL/15 External alterations to the existing Grove House building, the erection of a nine storey extension to contain 25no. x one bedroom and 1no. two bedroom apartments, sub station, reconfiguration and landscaping of external parking areas and the change of use to an existing outbuilding to accommodate bin store and cycle parking approved 15th February 2016 Ref: 90438/FUL/17 Proposal for 6No. additional penthouse apartments (3No. one bed apartments and 3No. two bed apartments) within a single storey extension to the roof of the existing Grove House building. Approved 20th June 2017	72 under prior approval plus additional 25 under full application  Additional single storey approved (unknown)	9 (plus 1)	Prior approval granted 15 August 2014.  Approved 15 February 2016.  Approved 20 June 2017.
11	Metropolitan House 20 Brindley Road Old Trafford	Ref: 90017/PRO/16 Change of use of existing office building from office (Use Class B1(a) ) to residential (Use Class C3) to create 52 no. apartments. Application for determination as to whether prior approval is required under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).Prior approval granted 27th January 2017.	52 (unknown)	3	Prior approval granted 27 January 2017.
12	Petrol Station and Land Adjacent To 499 Chester Road Old Trafford M16 9HF	Ref: 85435/FUL/15 Erection of 1 x residential apartment building ranging from four to seven storeys, plus basement floor level. Development to provide 106 apartments together with 106 car parking spaces. Approved 29th February 2016.	106 (0.23 ha) (density = 460 per hectare)	4-7	Approved 29 February 2016.
13	City Point 701 Chester Road Stretford Manchester M32 0RW	Ref: 87743/PRO/16 Change of use of existing office building from office (Use Class B1(a)) to residential (Use Class C3) to create 35 no. apartments. Application for determination as to whether prior approval is required under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Approved 15th April 2016.	35 (unknown)	5	Approved 15 April 2016.
14	Warwickgate House, 7 Warwick Road, Old Trafford, M16 0RZ	Converted after gaining consent on 13th December 2002 under ref: H/49494 Conversion of existing building, alterations to front entrance and erection of spherical extension to roof to form a total of 77 flats with associated car parking and landscaping. Recent amendments have been made to revise the layout of upper floors under application ref: 79084/FULL/2012.	82 (unknown)	10	Converted after gaining consent on 13 December 2002 under ref: H/49494.

15	Former Trafford Metal Finishers Warwick Road South Stretford Manchester M16 0JR	Ref: 84790/FUL/15 Demolition of vacant industrial buildings and redevelopment of site to create 60no. apartments within 3no. three-storey buildings. Provision of car parking, landscaping and boundary treatment works throughout. Approved 22nd May 2015.	60 (0.3 ha) (density = 162 per hectare)	3	Approved 22 May 2015.
16	Land At Junction Of Stretford Road And Lucy Street, Old Trafford	Ref: 80398/FULL/2013 Erection of a three storey building to provide 27no. 1-bed and 9no. 2-bed apartments, with car parking and bin/cycle stores to the rear and access taken from Lucy Street. New boundary treatments and landscaping works throughout. Approved 11th July 2013	36 (0.4ha) (density = 90 per hectare)	3	Approved 11 July 2013.
17	9 Lucy Street Old Trafford Manchester M15 4BX	Ref: 89414/FUL/16 Erection of residential development comprising 42 no. dwellings to include 24 no. one bedroom apartments, 15 no. 2 bedroom apartments and 3 no. 2 bedroom houses. Associated external works including car parking, access and landscaping and demolition of existing buildings. Approved 19th December 2016.	42 (0.2ha) (density = 210 per hectare)	5	Approved 19 December 2016.
18	Land At City Road/Lucy Street Old Trafford M15 4DE	Ref: 84220/FUL/14 Erection of residential development comprising 36 no. dwellings to include 20 no. one bedroom apartments, 6 no. 2 bedroom apartments and 10 no. 2 bedroom houses. Associated external works including car parking, access and landscaping and demolition of existing building. Approved 11 March 2015.	36 (0.3ha) (density = 120 per hectare)	5	Approved 11 March 2015.
19	Warwick House 17 Warwick Road Stretford	Ref: 89414/FUL/16 Erection of residential development comprising 42 no. dwellings to include 24 no. one bedroom apartments, 15 no. 2 bedroom apartments and 3 no. 2 bedroom houses. Associated external works including car parking, access and landscaping and demolition of existing buildings	42 (0.2ha) (density = 210 per Hectare)	5	Prior Approval Approved 22 May 2018.
20	Atherton House 88 - 92 Talbot Road Stretford Manchester M16 0PG	Ref. 93935/PRO/18 Change of use of existing office building from office (Use Class B1(a) ) to residential (Use Class C3) to create 48 no. apartments. Application for determination as to whether prior approval is required under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).	48 (unknown)	4	Prior Approval Approved 4 May 2018.
21	Development Site Phase 2 Pomona Strand Old Trafford	Ref. 93779/FUL/18 Erection of three residential blocks providing a total of 526 no. one, two and three bedroom residential apartments (Block C, Block D and Block E will comprise 15, 17 and 19 storeys respectively) with parking, landscaping and associated works.	526 (1.3ha) (density = 404 per hectare)	15,16 and 19	Approved 11 Apr 2019
22	Rear Of 1 Darwen Street Old Trafford	Ref. 93306/FUL/17 Partial demolition of outbuilding to the rear of 464 Chester Road and erection of four storey block of 14 apartments (consisting of 12 no. 2 bed and 2 no. 3 bed) with associated landscaping and parking alterations.	12 (0.1ha) (density = 120 per hectare)	3	Approved 26 Sep 2019
23	Land To The Rear Of 122 Seymour Grove Old Trafford Manchester M16 0FF	Ref. 93620/OUT/18 Outline planning application for erection of a 7-storey apartment building comprising a total of 42 apartments. (Details of access, appearance, layout and scale submitted for approval with landscaping reserved).	42 (0.1ha) (density = 420 per hectare)	7	Application withdrawn 13 June 2018
24	39 Talbot Road Stretford Manchester M16 0PW	Ref. 94483/FUL/18 Erection of 11 storey building comprising 156 apartments, means of access and associated works.	156 (0.35ha) (density = 446 per hectare)	11	Validated 4 June 2018. Awaiting decision

25	Land Adjacent To 359 - 363 City Road Old Trafford Manchester M15 4DE	Ref.94417/OUT/18 Outline application for a residential block for 16 apartments. Consent is sought for access, layout and scale with all other matters reserved	16 (0.06ha) (density = 227 per hectare)	3	Application refused 31 Aug 2018
26	Warwick House 17 Warwick Road Stretford	Ref 94783/PRO/18 Change of use of existing office building except from Unit G on the ground floor from office (Use Class B1(a) ) to residential (Use Class C3) to create 90 no. apartments. Application for determination as to whether prior approval is required under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).	90 (unknown)	6	Prior Approval Approved 6 August 2018
27	176A Upper Chorlton Road Old Trafford Manchester M16 7SF	Ref. 95772/FUL/18 Erection of three storey building to provide 3no. apartments with associated parking, access road and front garden. Refurbishment and minor remodelling of the existing dwellings to rear of site	3 (0.08 ha)	3	Approved 24 May 2019
28	Arkady Craigmillar Ltd Skerton Road Old Trafford Manchester M16 0NJ	Ref. 99871/EIASCR/20 Request for a screening opinion for erection of residential development comprising five blocks (a, b, c, d & e) of between 6 and 11 storeys, providing circa 400 residential dwellings (Use Class C3) with associated access, parking, servicing and landscaping	Unknown	6 and 11	Validated 24 Jan 2020
29	Former Kellogg's Site Talbot Road Stretford M16 0PG	Ref. 99795/OUT/20 Outline planning application (all matters reserved except for access) for the redevelopment of the site for residential dwellings (Use Class C3); office/ education uses (Use Class B1a/D1); local centre uses (Use Classes A1-A4 and D1); hotel (C1) primary school (Use Class D1); energy centre and associated infrastructure and open space, with access from Talbot Road.	750 (4.3ha) (density = 171 per hectare)	2 to 18 storeys	Validated 30 January 2020





**Key**

- Application site
- LAN 1 (Draft Allocations Consultation Draft 2014)
- 3 - 5 storeys
- LAN 2 (Draft Allocations Consultation Draft 2014)
- Trafford Council boundary
- 7 to 11 storeys
- 10 to 12 storeys
- Priority Areas for Regeneration
- 12 storeys +

**Project** Former B&Q site, Great Stone Road, Stretford

**Title** Trafford Council Major Residential Planning Permissions Over The Last 5 Years Over 3 Storeys In Height

**Client** Accrue Capital Ltd (London)

**LPA** Trafford Metropolitan Borough Council

**Date:** 15.09.17  
**Scale:** NTS  
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**Drawn By:** CM



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