

Page 211 105905/OUT/21: World of Pets, Thorley Lane, Timperley

**SPEAKER(S) AGAINST: Carly Rushton  
(Neighbour)  
Councillor Butt**

**FOR: James Nicholson  
(b/h of Applicant)**

The applicant has reviewed the officers report and has provided a number of observations as summarised below, a response to these matters is also provided:

- (Page 214 of the agenda pack) - Confirmation that the revised parameters plan showing 2-3 storey development in the central core of the site has now been received by the LPA. **Response:** Updated parameters plan has been received.
- (Page 218 of the agenda pack) – Strategic Planning recommend that a Landscape Visual Impact Assessment be submitted. Applicant states that as the application is at outline the exact built form is not known at this stage. Also applicant has not seen comments from Strategic Planning. **Response:** The LPA agree that a LVIA was not required with the application as only access being applied for at this stage and all other matters including appearance and scale to be detailed at reserved matters stage. Strategic Plannings comments have only been made public as officers were still in ongoing discussions regarding matters only just resolved.
- (Paragraph 16 officers report) – States that officers do not agree with the area of previously developed land (PDL), applicant states that plan submitted reflects discussions at pre-application stage. **Response:** An area along the northern end of the site with Wood Lane was shown as PDL at pre-application stage which was not accepted by officers. Following consideration of this application there is doubts over some areas to the north side of the World of Water building and the outbuilding which appears to be tree/vegetation cover and also beyond the western boundary of the compound. As with all pre-application responses the LPA caveat that it is only an informal opinion only and all matters reviewed and considered at planning application stage.
- (Paragraph 21 officers report) – States that the applicants planning case relies on a number of very special circumstances (VSC). The applicant suggest this is incorrect as it relies upon the package of benefits/material considerations considered together and that they have not sought to suggest each individual benefit/material consideration is a special circumstance in its own right. Also whilst the officers report mentions that there is economic benefits it does not go into detail such that the development could support 359 jobs (124 workers and 93 employees in indirect employment) these figures based on The Home Builders Federation online housing calculator. **Response:** The applicants planning statement at paragraph 7.101 lists what they refer to as very special circumstances. The other material benefits and material considerations listed in the applicants statement have been considered by the LPA many of which duplicate what has been listed under their VSC. The economic benefits of the

development are acknowledged within the officers report, however all development sites will result in benefits to the local economy and this site is no different in bringing forward such benefits.

- (Paragraph 29 officers report) – The officers report states that there would be a net loss of bio-diversity on site. The applicants suggest this is incorrect and that if a lower quantum of development comes forward then net gain biodiversity can be achieved on site. **Response:** Based on the quantum of development proposed there is a net loss of bio-diversity, if the number of residential properties and development is reduced in any way then there could be a net gain. Net gain can be achieved by providing off-site provision and discussions with colleagues in strategic planning would suggest that there are three potential receptor sites which have been identified for bio-diversity improvements which include King George Pool; Altrincham Golf Course and Davenport Green. This could be secured through an appropriate condition/S106 in the event the application is approved to secure off-site improvements
- (Paragraph 30 officers report) – Officers report states that the site is not a highly sustainable/accessible location. The submitted Transport statement provides details of services within walking distance, good accessibility to surrounding cycle network and nearby bus stops which benefit from frequent services. There is no national or local policy which necessitates that development can only come forward in highly accessible/sustainable location, it has been demonstrated that the site is in an accessible/sustainable location. **Response:** Noted that the site is now referred to as accessible/sustainable location in the applicant's response. However the LPA do not consider this site to be in a sustainable location and is contrary to the Spatial Strategy of the Core Strategy which seeks to direct new development to sustainable locations in the urban area.
- (Paragraph 32 officers report) – The applicant has stated that the provision of a play area and two public electric charging spaces are to be listed as benefits rather than mitigation. The applicant also states that they would accept a condition demonstrating a commitment to achieve a 19% CO2 reduction reflecting the PfE Policy JP-S 2 Carbon and Energy (Traffords current policy seeks a 5% reduction). The applicant would also welcome a condition requiring a high quality design reflecting the precedent information in the Design and Access Statement as the applicant is aware of schemes coming forward elsewhere in the Borough that do not achieve these high standards. A reconsideration of these matters may require a reassessment of the planning balance/conclusion. **Response:** with regards the provision of a play area, SPD1:Planning Obligations details that schemes of 100 units will need to provide new local open space as part of the site design. The quantum of development would suggest that a Local Equipped Area of Play (LEAP) would be required as a means of mitigation. The two electric parking spaces are acknowledged as a benefit but also to a degree mitigate against air pollution. The reduction in CO2 is welcome which exceeds existing targets. In relation to the suggested condition regarding design, the LPA seek to achieve high quality

design across all of the Borough and it is therefore expected from all development proposals coming forward. These benefits have been weighed in the balance and do not however change the Councils overall conclusion as detailed within the officers report. The LPA have no objection to including such a condition and should planning permission be granted a condition requiring details of a design code would be recommended.

- (Paragraph 52 of the officers report) – This paragraph states that the no retail food service near to the site with the closest being Timperley Village. It should be noted that Briarfield Road Local Centre has a range of services which includes a Tesco Express and is only circa. 750m from the site. **Response:** The Briarfield Road Neighbourhood Shopping Centre is located approximately 1km from the site, a similar distance to Timperley Village from the application site.
- (Paragraph 110 of the officers report) – No reference to the applicants response regarding TfGMs comments: **Response:** The applicants transport consultant in their response to LHA and TfGM comments stated that they consider they have addressed and agreed all the issues raised by TfGM with the LHA, including trip distribution; trip rates; junction assessments; mitigation; access arrangements; traffic regulation orders and construction management plan. LHA have provided an update on all highway matters which is reported later in this additional information report.
- (Paragraph 127 of the officers report) – Can the commitment to providing a LEAP be clarified, via a condition at reserved matters stage. **Response:** The LPA would have no objections to the delivery of the LEAP secured through an appropriate condition should the application be granted permission.

The applicant has also provided a supporting statement, sent to all the members of committee. The statement outlines the benefits of the scheme as follows:-

- 45% onsite affordable housing contribution;
- A new play area, wildlife corridor along Timperley Brook and new accessible open space;
- The use of SUDS
- New pedestrian and cycle routes through the site
- £500,000 CIL payment and S106 contributions towards local infrastructure improvements
- Economic benefits
- Delivering at least two electric charging points for public use

The applicant suggests that officers have failed to assess the very special circumstances VSC that have been put forward in their entirety. **Response:** Officers have considered all the benefits and VSC put forward by the applicant. The benefits of the scheme have been considered and are detailed in the planning balance section of the report, however a number of these 'benefits' are in fact policy requirements in order to mitigate the quantum of development. As such officers conclude that the VSC advanced by the applicant do not (individually or cumulatively) overcome the identified harm to the Green Belt. With regards the figure of £500,000 towards CIL, this figure is an estimate by the applicant and the final figure is not yet known. This will be

dependent on the number houses and apartments that may come forward, houses are subject to a higher charge per sqm than apartments.

## REPRESENTATIONS

A further 3 representations have been received objecting to the proposed development, many of the issues raised have been detailed on the main report to committee and the further comments are as follows:-

- Labour manifesto green revolution web-site highlights importance of Green Belts, they are now threatened by developments.
- Timperley will lose half of its Green Belt. We are in an environmental and wildlife emergency
- The site contains a considerable amount of trees, consideration should be given to retaining these trees – The site is a wildlife corridor for foxes, hedgehogs and other wildlife including great crested newts. Japanese knotweed is on the site but not referenced in the survey (note: In response Japanese Knotweed is referenced in the Updated Ecology Report (July 2021) paragraph 2.13.
- Site was originally proposed for 24 dwellings now 116 with the requirement for 100-200 car parking spaces causing more pollution and congestion on surrounding streets as well as highway safety issues, roundabout operating beyond capacity.
- The air report done during lockdown therefore data is not relevant
- This development will add extra burden on doctors, dentists and school places
- Site is a floodplain and Timperley Brook cannot cope with more run off so where will the water go.
- The site has not been previously developed, existing structures are greenhouses and classed as temporary structures.
- Question validity of the ground contamination report which states further ground risk assessments and quotes development of 74 houses.
- The development raises concerns regarding crime impact conflicts
- The proposal is in contravention of urban sprawl.

## OBSERVATIONS

Some minor amendments to the wording of the PfE section of the officers report have been undertaken to better reflect the current status and aims of the PfE plan process. For completeness all of the PfE section has been detailed including the same paragraph numbers as appears on the main officers report, as follows:

### Places for Everyone (PfE)

45. The Publication version of Places for Everyone (PfE) Joint Development Plan Document has been produced by nine Greater Manchester boroughs and sets out the amount of new housing and employment development required over the plan period whilst supporting the delivery of key infrastructure and protecting environmental assets. The plan also proposes a new Green Belt boundary and identifies sites for development which are outside of the existing urban area. This includes two proposed allocations in Trafford, New Carrington and Timperley Wedge. Both are proposed for mixed use development with a

significant amount of new housing, employment land and supporting infrastructure. Some of the land within the allocations is proposed for release from the Green Belt. The Plan has recently been subject to a Regulation 19 consultation and has now been submitted (14.02.22) to the Secretary of State for Levelling up, Housing and Communities so that it can be assessed through an examination in Public by appointed Planning Inspectors (Regulation 22).

46. The application site is within the 'Timperley Wedge' area which is proposed to deliver approximately 2,500 new homes and 60,000 sqm of office floorspace in plan period (2021 – 2037). The PfE Plan is considered to be at a relatively advanced stage in the plan making process (currently at 'Regulation 22' stage), and can therefore be afforded some weight in determination of this application. This has to be balanced against the fact that there are still unresolved objections to PfE, including in relation to the principle of releasing land from the Green Belt, both in the Timperley Wedge allocation and elsewhere within Greater Manchester.
47. However until adoption of the PfE, at present the land remains designated as Green Belt. If PfE were to be found to have sufficient weight to justify the release of this land from its current designation ahead of formal adoption, very special circumstances as defined in Paragraphs 147 and 148 of the National Planning Policy Framework (2021) would need to be demonstrated.
48. The site as previously stated has been identified within the Publication version of the PfE Joint Development Plan Document within Policy JP Allocation 3.2 (JPA3.2 relating to the 'Timperley Wedge' site. The Council have prepared a high level Masterplan (September 2021) for the site, which supports Policy JPA3.2 and identifies indicative development parcels, infrastructure requirements and a phasing schedule for the site. The Masterplan has been prepared in collaboration with local landowners and other key stakeholders. The proposed allocation is also supported by a number of other evidence base documents, including a Transport Locality Assessment and strategic Viability Assessment.
49. Policy JPA 3.2 of PfE requires development to be in accordance with a masterplan or SPD agreed by the LPA to ensure the site is planned and delivered in a coordinated and comprehensive manner. The concept masterplan produced has informed the main elements that will be part of the allocation, and a more detailed masterplan will be produced should the PfE Plan be adopted. The proposed Timperley Wedge allocation will deliver:-
  - 2,500 residential dwellings (minimum of 45% affordable)
  - 60,000sq.m employment land;
  - A comprehensive public transport strategy including bus rapid transit, walking and cycling routes;
  - Contribute to Airport Metrolink Line, western leg extension;
  - Improvements to the local and strategic highway infrastructure including a new spine road and junction onto Thorley Lane;
  - A new local centre, providing community infrastructure; and

- Significant green infrastructure enhancements and rural park; retain and enhance existing sports and recreation facilities

## ACCESS, HIGHWAYS AND CAR PARKING

In relation to the concern raised in respect of the Wood Lane access and a potential 'rat run' the LHA are now satisfied that appropriate mitigation measures can be incorporated into the final design stage when approval for layout is sought at reserved matters stage and the details of which could also be secured through a design code which would be a condition of any permission. Such measures will prevent cars cutting through the development as a means to avoiding queuing on approach to the Thorley Lane roundabout junction. The LHA have also stated that the final detail of swept path for large vehicles accessing/egressing the development through the Wood Lane access can be agreed by condition and addressed at the detailed design stage.

With regards the ghost island junction to serve the Thorley Lane access the LHA have considered the predicted daily trip movements which amount to less than 500 movements per day. Given that the site will be accessed from both Thorley Lane and Wood Lane and not solely dependent on one access to the site, and after further detailed consideration it has been concluded that a contribution toward a ghost island junction cannot be justified in these circumstances.

The draft PfE masterplan for the Timperley Wedge allocation suggests the provision of a new spine road and associated roundabout junction onto Thorley Lane, the location of which is believed to be between the existing site access and the Thorley Lane roundabout. The applicant had as part of the current application proposals, made a commitment to provide a financial contribution towards these PfE infrastructure works, the final costings of which are as yet unknown. The LHA have concluded that in terms of the current development based on its own merits and coming forward separately from other development sites within PfE plan, the development does not result in severe harm to the roundabout junction and would not require works to this as mitigation. It is considered that it would be unreasonable to request a contribution for such, particularly given that the PfE plan is not adopted and is only afforded limited weight in the decision making process. Additionally the Timperley Wedge masterplan currently has no status.

The LHA would however support pedestrian improvements in the immediate vicinity of the application site, as also suggested by TfGM to improve pedestrian accessibility particularly at the Thorley Lane roundabout. This would be in the form of a signalled controlled crossing on Thorley Lane near the roundabout with Wood Lane/Clay Lane and a zebra crossing on Wood Lane with associated highway works such as pedestrian refuges. It is considered that these measures would secure much needed improvements to pedestrian infrastructure, mitigating the harm arising from the development, in the locality and improving accessibility to surrounding streets from the development site. The applicant has agreed to these provisions and details of which would be agreed by either condition or as part of the S106 and considered at reserved matters stage. The LHA have advised that they would support the inclusion of a condition securing the pedestrian improvement works in the event of planning approval being granted.

## DEVELOPER CONTRIBUTIONS

Paragraph 163 of the Officers report to committee details the agreed heads of terms detailing developer contributions, this is now amended to reflect the requirement for the applicant to contribute towards pedestrian crossing improvements at the Thorley Lane roundabout as follows:-

- Affordable Housing – 45% provision (75% intermediate tenure/25% affordable or social rented);
- Education Contribution;
- Electric vehicle charging spaces for public use (minimum of 2);
- On site children's play area;
- A financial contribution and scheme detailing pedestrian access improvements to the Thorley Lane/Wood Lane roundabout junction
- Off-site Biodiversity Net Gain provision

**RECOMMENDATION** unchanged.