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TRAFFORD COUNCIL

AGENDA PAPERS FOR PLANNING DEVELOPMENT CONTROL COMMITTEE

Date: Thursday, 11 February 2016

Time: 6.30 pm

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

AGENDA	ITEM
1. ATTENDANCES	
To note attendances, including Officers and any apologies for absence.	
2. MINUTES	
To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 14 th January, 2016.	2
3. ADDITIONAL INFORMATION REPORT	
To consider a report of the Interim Head of Planning and Development, to be tabled at the meeting.	
4. APPLICATIONS FOR PERMISSION TO DEVELOP ETC.	
To consider the attached reports of the Interim Head of Planning and Development.	4
5. URGENT BUSINESS (IF ANY)	
Any other item or items which by reason of special circumstances (to be specified) the Chairman of the meeting is of the opinion should be considered at this meeting as a matter of urgency.	

THERESA GRANT
Chief Executive

Planning Development Control Committee - Thursday, 11 February 2016

Membership of the Committee

Councillors Mrs. V. Ward (Chairman), D. Bunting (Vice-Chairman), Dr. K. Barclay, N. Evans, T. Fishwick, P. Gratrix, D. Hopps, E. Malik, D. O'Sullivan, Mrs J. Reilly, J. Smith, L. Walsh and M. Whetton

Further Information

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

Michelle Cody, Democratic & Scrutiny Officer

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This agenda was issued on **Tuesday, 2 February 2016** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall, Talbot Road, Stretford M32 0TH.

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PLANNING DEVELOPMENT CONTROL COMMITTEE

14th JANUARY, 2016

PRESENT:

Councillor Mrs. Ward (In the Chair),
Councillors Dr. Barclay, Bunting, N. Evans, Fishwick, Gratrix, Hopps, Malik, O'Sullivan,
Mrs. Reilly, Smith, Walsh and Whetton.

In attendance: Interim Head of Planning & Development (Mr. D. Pearson),
Interim Planning Development Manager – Major Developments Team and South Team
(Mr. J. Pennick),
Senior Planning Officer (Ms. L. Broadwell),
Principal Highways & Traffic Engineer (Amey) (Mr. J. Morley),
Solicitor (Ms. J. Cobern),
Democratic & Scrutiny Officer (Miss M. Cody).

Also present: Councillor Cordingley.

ANNOUNCEMENTS

The Chairman wished all present a happy, prosperous and healthy New Year.

MRS. REBECCA COLEY AND MS. JULIA COBERN

The Chairman welcomed Mrs. Coley to the meeting and advised the Committee of her recent appointment as Head of Planning and was pleased to announce she would be taking up the role in February.

The Chairman on behalf of the Committee welcomed back Ms. Cobern, Solicitor, to her first Planning meeting since returning to the Authority.

54. MINUTES

RESOLVED: That the Minutes of the meeting held on 10th December, 2015, be approved as a correct record and signed by the Chairman.

55. ADDITIONAL INFORMATION REPORT

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

RESOLVED: That the report be received and noted.

Planning Development Control Committee
14th January, 2016

56. APPLICATIONS FOR PERMISSION TO DEVELOP ETC.

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

<u>Application No., Name of Applicant, Address or Site</u>	<u>Description</u>
85765/FUL/15 – Bethall – 158 Broad Road, Sale.	Conversion of existing dwellinghouse to provide 7no. one bedroom apartments and 1no. studio apartment with associated external alterations to all elevations, including insertion of new windows and creation of basement lightwells. Creation of car parking for eight vehicles and erection of new bin store enclosure.
86404/FUL/15 – United Utilities – Sewage Works, Rivers Lane, Davyhulme.	Construction of 4no. buildings in association with scheme to export biomethane to the grid gas network.
86581/FUL/15 – Landmark Property Group Ltd - Land at 15-21 Borough Road, Altrincham.	Erection of 2no. semi detached houses.
86722/FUL/15 – Viridor Waste Management Ltd – Chester Road HWRC, Chester Road, Stretford.	Removal of existing office site cabin and replaced with two storey office site cabin.
86776/HHA/15 – Mr. & Mrs. Jarkowski – 11 Kirklands, Sale.	Erection of a single storey wrap around extension to the front, side and rear elevations including external alterations.
86874/FUL/15 – Mr. & Mrs. Smith – 55 Bankhall Lane, Hale Barns.	Demolition of existing dwelling and build new replacement dwelling.
87006/HHA/15 – Mr. Ali Raza – 180 Davyhulme Road, Davyhulme.	Demolition of existing conservatory and erection of a part two storey, part single storey and part first floor front extension.

[Note: Councillor Walsh declared a Personal and Prejudicial Interest in Application 87006/HHA/15, as family members reside close to the address, and left the room during consideration of this item.]

57. APPLICATION FOR VARIATION 86661/VAR/15 – EXIGE DEVELOPMENTS LIMITED – LAND AT OAKFIELD ROAD/MOSS LANE, ALTRINCHAM

The Interim Head of Planning and Development submitted a report concerning an

Planning Development Control Committee
14th January, 2016

application for the variation of conditions 4 (approved plans), 7 (landscaping), 12 (car parking), 13 (coach pick up/ hackney carriages), 14 (site investigation), 15 (permanence of ice rink), 19 (car parking management and servicing strategy), 20 (off-site highway works) and 21 (archaeological investigation) from planning permission 81115/O/13 (Demolition of existing buildings and erection of a mixed-use development comprising:- alterations and extensions to the existing Altrincham Ice Rink to form a new foyer and new self-supporting roof structure; leisure uses including a new leisure centre and bowling alley (use class D2); residential (use class C3); offices and management suite (use class B1); food and non-food retail (use class A1); restaurants and cafes (use class A3); drinking establishments (use class A4); and hot food establishments (use class A5); the permanent retention of the ice rink and associated car parking, plant and service areas, highway alterations and the creation of new areas of public realm) and an additional condition all in order to facilitate the development in a phased manner.

RESOLVED –

- (A) That the application will propose a satisfactory form of development for the site upon the completion of an appropriate Legal Agreement (Deed of Variation) to secure a maximum financial contribution towards: highways and active travel infrastructure; public transport schemes; specific green infrastructure; spatial green infrastructure, sports and recreation; and education and facilities together with provision of/contribution towards affordable housing in accordance with the Trafford Core Strategy and SPD1: Planning Obligations.
- (B) In the circumstances where the S106 Agreement/Undertaking has not been completed within three months of this resolution, the final determination of the application shall be delegated to the Head of Planning Services.
- (C) That upon the satisfactory completion of the above Legal Agreement, planning permission be granted subject to the conditions now determined.

The meeting commenced at 6.30 p.m. and concluded at 7.44pm

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PLANNING DEVELOPMENT CONTROL COMMITTEE – 11th FEBRUARY 2016

REPORT OF THE INTERIM HEAD OF PLANNING AND DEVELOPMENT

APPLICATIONS FOR PERMISSION TO DEVELOP, ETC.

PURPOSE

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

RECOMMENDATIONS

As set out in the individual reports attached.

FINANCIAL IMPLICATIONS

None unless specified in an individual report.

STAFFING IMPLICATIONS

None unless specified in an individual report.

PROPERTY IMPLICATIONS

None unless specified in an individual report.

Further information from: Planning Services

Proper Officer for the purposes of the L.G.A. 1972, s.100D (Background papers): Interim Head of Planning and Development

Background Papers:

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

1. The Trafford Local Plan: Core Strategy.
2. The GM Joint Waste Development Plan Document.
3. The GM Joint Minerals Development Plan Document.
4. The Revised Trafford Unitary Development Plan (2006).
5. Supplementary Planning Documents specifically referred to in the reports.
6. Government advice (National Planning Policy Framework, Circulars, practice guidance etc.).
7. The application file (as per the number at the head of each report).
8. The forms, plans, committee reports and decisions as appropriate for the historic applications specifically referred to in the reports.
9. Any additional information specifically referred to in each report.

These Background Documents are available for inspection at Planning and Building Control, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, Manchester M32 0TH.

TRAFFORD BOROUGH COUNCIL**PLANNING DEVELOPMENT CONTROL COMMITTEE – 11th FEBRUARY 2016****REPORT OF THE INTERIM HEAD OF PLANNING AND DEVELOPMENT****INDEX OF APPLICATIONS FOR PERMISSION TO DEVELOPMENT etc. PLACED ON THE AGENDA FOR DECISION BY THE COMMITTEE**

Applications for Planning Permission				
Application	Site Address/Location of Development	Ward	Page	Recommendation
<u>84623</u>	Fairbairn House, 21-25 Ashton Lane, Sale. M33 6WP	Ashton on Mersey	1	Approve amendments
<u>85548</u>	74-78 George Street, Altrincham. WA14 1RF	Altrincham	8	Grant
<u>85754</u>	Fairbairn House, 21-25 Ashton Lane, Sale. M33 6WP	Ashton on Mersey	34	Minded to Grant
<u>85835</u>	Bay Malton Hotel, Seamons Road, Altrincham. WA14 5RA	Broadheath	45	Grant
<u>86208</u>	13 Rivershill, Sale. M33 6JS	Ashton on Mersey	60	Grant
<u>86514</u>	Land To The South Of Manchester Ship Canal And West Of Barton Bridge, Trafford Way, Trafford Park.	Davyhulme West/East	75	Minded to Grant
<u>86550</u>	Former Kratos Site, Barton Dock Road, Trafford Park. M41 7BQ	Davyhulme East	110	Grant
<u>86759</u>	Grove House, Skerton Road, Old Trafford, M16 0WJ.	Longford	121	Grant
<u>86872</u>	Former Depot, Manchester Road, Partington.	Bucklow St. Martins	133	Grant
<u>86922</u>	1 Dean Drive, Bowdon, WA14 3NE.	Bowdon	146	Grant
<u>87009</u>	Former Altrincham General Hospital, Market Street, Altrincham, WA14 1PE.	Altrincham	157	Grant
<u>87109</u>	Cherry Manor Centre, Cherry Lane, Sale, M33 4GY.	St Marys	187	Grant

WARD: Ashton On Mersey **84623/PAJ/15**

DEPARTURE: No

Change of use from offices (Use Class B1) to 80no. residential apartments (Use Class C3). Application for prior approval under Part 3 Schedule 2 Class J of The Town and Country Planning (General Permitted Development) Order 1995 (as amended).

Fairbairn House, 21 - 25 Ashton Lane, Sale, M33 6WP

APPLICANT: Factory Estates

AGENT: IDP North West

RECOMMENDATION: To authorise under Part W of the General Permitted Development Order (2015) amendments to the parking layout as approved under application reference 84623/PAJ/15

SITE

This site relates to the former Fairbairn House office building and its associated car park. The building is currently undergoing conversion to an 80 unit apartment scheme granted under application reference 84623/PAJ/15 (Change of use from offices (Use Class B1) to 80no. residential apartments (Use Class C3)). A planning application for an additional 8 apartments to be provided to the roofspace of the building (reference number 86034/FUL/15) has been approved, subject to entering into a S106 Agreement. The S106 Agreement is due to be signed imminently and as such a total of 88 apartments would be provided on site.

The site has a main vehicular access point from Ashton Lane, whilst a secondary access is provided from Cranleigh Drive. An Ambulance Station and Fire Station bound the site to the south; the Salvation Army Centre is located to the west; residential properties are located to the north; whilst to the eastern side of Cranleigh Drive there are residential units, further to which is the Sports Direct fitness centre. Sale Town centre is located within easy walking distance of the site to the east.

PROPOSAL

Following the approval and implementation of 84623/PAJ/15 under Part 3 Schedule 2 Class J of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), an application has been received (reference number 85754/FUL/15) for the erection of 6 townhouses, which will be provided on part of site, approved under 84623/PAJ/15. The extent of the application site is currently approved for use as a car park to serve the apartment scheme. Application reference number 85754/FUL/15, relating to the erection of 6 townhouses, is considered elsewhere on this agenda with a recommendation to approve subject to entering into a S106 Agreement.

This report relates to a request from the developer of the apartment scheme to amend the list of plans approved under 84623/PAJ/15 to reduce the number of parking spaces. Schemes approved under Part 3, Schedule 2, Class J of The Town and Country Planning (General Permitted Development) Order 1995 require the applicant to implement the scheme, in accordance with the details approved by the local planning authority; however Part W of the General Permitted Development Order (2015) allows there to be an agreement between the local planning authority and the developer to agree amendments to the approved scheme subject to their written agreement.

The proposed amendment seeks to amend the plans which identify the number of parking spaces to be provided on site as part of the conversion scheme. The proposed amendment would reduce the total number of parking spaces approved under 84623/PAJ/15 from 141 to 88; which signifies a reduction of 53 parking spaces. The proposed parking layout would provide 88 parking spaces on site, which would equate to one space per apartment (including the 8 units proposed under application 86034/FUL/15 which is currently minded to grant).

The purpose of this report is to gain approval of Members, to agree in writing to the proposed amendment to reduce the number parking spaces serving the apartment scheme from 141 to 88, in accordance with the provisions of Part W of the GPDO.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

85754/FUL/15 - Erection of 6 no. townhouses each 3 no. bedrooms to be provided on the existing vacant car parking lot. Application recommended for approval subject to entering into a S106 Agreement. The application can be found elsewhere on this agenda.

86034/FUL/15 - Erection of 8 no. residential penthouse apartments on the existing roof levels of Fairbairn House, consisting of 4no. 2 bedroom apartments at proposed fourth floor level and 4no.2 bedroom apartments at proposed eighth floor level with associated car parking. Minded to grant subject to entering into a S106 Agreement

84717/FUL/15 - External alterations to existing office block to include new cladding and alterations to windows. Erection of new bike stores. Application approved 24.03.2015

84623/PAJ/15 - Change of use from offices (Use Class B1) to 80no. residential apartments (Use Class C3). Application for prior approval under Part 3 Schedule 2 Class J of The Town and Country Planning (General Permitted Development) Order 1995 (as amended). Prior approval approved 05.03.2015

APPLICANT'S SUBMISSION

The applicant has submitted a Transport Statement in support of its request to approve a variation to the parking layout approved under 84623/PAJ/15. The content of the Transport Assessment is considered within the 'Observation' section of this report.

CONSULTATIONS

Local Highway Authority – No objections. The arguments and conclusions of the Transport Statement are accepted by the LHA in that an acceptable amount of off street car parking provision will be available for the main apartments if managed as suggested in the Transport Statement and that the development would not unacceptably worsen the on street parking situation.

OBSERVATIONS

1. The developments approved under 84623/PAJ/15 and 86034/FUL/15 (minded to grant) provided 141 car parking spaces. Application 85754/FUL/15 is located on part of the car park which was approved under 84623/PAJ/15. Application 85754/FUL/15 would result in the loss of 53 of these spaces for use by residents

of the apartments, reducing the availability to 88 spaces i.e. one car park space for each apartment.

2. The applicant has submitted a Transport Statement (TS) to demonstrate that no adverse impacts will arise from the reduction of parking spaces from 141 to 88; and that adequate parking provision would remain at Fairbairn House given the sustainable and accessible location of the development in relation to Sale Town Centre and the availability of alternative forms of transport; the parking restrictions surrounding the site which prevent on-street parking and the allocations and management policy for Fairbairn House which will provide one space per apartment alongside cycle parking provision for every apartment.
3. Policy L4.14 and Appendix 3 of the Core Strategy, supplemented by the Parking Standards and Design Supplementary Planning Document (SPD) identify the parking standards for a range of development types across the borough. The SPD identifies three accessibility areas which cover various parts of the Borough. The application site is located in Area C and therefore the maximum parking requirement for the combined apartment scheme (88 apartments) would be calculated as follows:-

Dwelling size	Parking spaces	Maximum spaces
42 x 1 bedroom	1 space	42 spaces
38 x 2 bedrooms	2 spaces	76 spaces
8 x 2 bedrooms	2 spaces	16 spaces
TOTAL		134 spaces

4. The Parking Standards and Design SPD states at paragraph 5.1.2 *“Parking provision which meets the maximum standard will be appropriate in most circumstances.”* However it goes on to say that *“The provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of the proposal. Where a developer seeks to provide a lower or higher level of parking than the standard set down in the Core Strategy this will need to be fully justified and will need to demonstrate what measures e.g. design, location or operation are to be taken to minimise the need for parking.”*
5. The applicant indicates that there is a fundamental difference in the lifestyle for residents of apartment schemes compared with houses. Occupiers of apartment schemes do not expect or require the same level of parking provision as residents of 2 to 3 bedroom houses which would be more generally accepted as family accommodation compared to apartments. They state that the apartment scheme will most likely be attractive to single occupants or professional couples who accept that there are readily available alternatives to using the car which attracts them to this form of development in the first place. Further to this, the applicant explains that the apartments within the development will be handed over to a management company that oversees the overall management of all the communal areas within the building and will be responsible for the active

management of the car park. They explain that these management costs will be borne by residents as part of the buildings service charge. The management company will specifically carry out the following tasks relating to car park management:

- 1. Residents will be issued a specific parking permit for the development at a ratio of one permit per apartment that will need to be displayed when parked. The permits will be returned when the resident ends their tenancy agreement / ownership.*
- 2. The management company will arrange for regular monitoring at non fixed times to ensure that non-residents are not parking on site. This will include night time visits. Parking fines to be issued if found in contravention.*
- 3. Signage will be erected at the site entrance and other locations within the car park making it clear that the site is permit holders only.*
- 4. All registration numbers will be taken and logged against a database.*
- 5. They will arrange informal agreements with adjacent and nearby land owners for additional parking if required.*
- 6. Residents have direct contact with the management company and can report any cars parking without a permit or permission; and*
- 7. The car park will be managed in adherence to the British Parking Association Code of Practice.*

6. In addition to the above, the Transport Statement (TS) indicates that the site is within walking distance to public transport services; the nearest 2 bus stops are 98m and 139m from site; the Sale Metrolink Station is 10 minute walk from site; there are Traffic Regulation Order's in place to protect many surrounding roads from on-street parking at any time; and cycle parking is provided for each apartment approved as part of the scheme.
7. The arguments and conclusions of the Transport Statement are accepted by the LHA in that an acceptable amount of off street car parking provision will be available for the main apartments if managed as suggested in the Transport Statement and that the development would not unacceptably worsen the on street parking situation. As the arguments put forward by the applicant in their TS have been accepted by the Local Highway Authority no objections are raised and the proposed reduction in the number of parking spaces is considered acceptable, subject to the implementation of the management techniques identified within the TS.
8. The applicant has written formally to the Local Planning Authority, under Part W of the General Permitted Development Order (2015), to seek agreement with the local planning authority to amend the parking layout approved under 84623/PAJ/15 to reduce to number of spaces from 141 to 88. On the basis of the comments of the LHA, it is recommended that this request is authorised and written confirmation is provided to the applicant for the development approved

under 84623/PAJ/15 to be carried out in accordance with the details submitted and approved save for the car park element of the scheme.

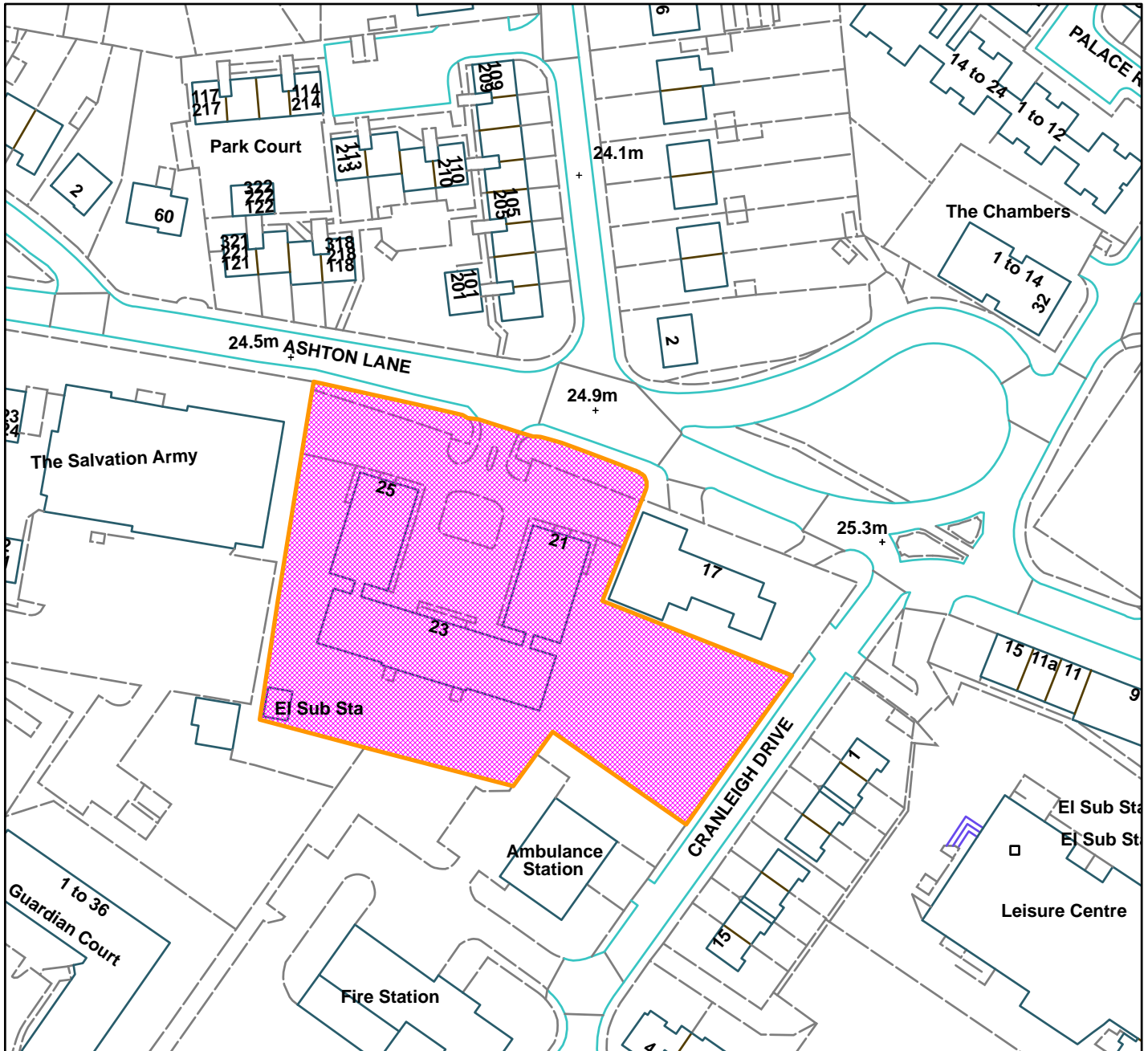
RECOMMENDATION:

To authorise under Part W of the General Permitted Development Order (2015) amendments to the parking layout as approved under application reference 84623/PAJ/15

JP



Fairbairn House, 21 - 25 Ashton Lane, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 11/02/2016
Date	02/02/2016
MSA Number	100023172 (2012)

WARD: Altrincham

85548/FUL/15

DEPARTURE: No

Erection of three to four storey building (three storey fronting George Street and four storey fronting Central Way) comprising ground floor retail units (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2), 27 apartments on the upper floors, car parking on two lower levels with access from Central Way and associated works, following partial demolition of existing building.

74 - 84 George Street, Altrincham, WA14 1RF

APPLICANT: Altrincham Regeneration LLP

AGENT: Deloitte

RECOMMENDATION: GRANT

SITE

The application site comprises a large two storey commercial building on the west side of George Street within Altrincham Town Centre. The existing building comprises two buildings that date from the mid to late 20th century and provides two retail units, both of which are currently vacant (the building has previously been occupied as a single store). The building extends the full width and depth of the site between George Street and Central Way. There is a difference in level between George Street and Central Way, with George Street approximately 3m lower than Central Way.

The site is within the George Street Conservation Area and adjacent to the Old Market Place Conservation Area which includes Central Way to the rear. The surrounding area is commercial in character, comprising predominantly retail, financial and food and drink uses on George Street whilst Central Way comprises 'back of house' delivery and servicing areas to these premises and other commercial properties. On the opposite side of Central Way the Lower Market comprises the market canopy, lock-up retail market units and storage unit. Beyond the Lower Market on the opposite side of Central Way are the rear of properties on Greenwood Street.

The George Street Conservation Area comprises buildings of predominantly two or three storeys in height and of varying dates and styles, including examples of Georgian, Victorian and 20th century buildings. The Conservation Area Appraisal for George Street notes that ground floors are often marred by recent retail fascia's, however the properties retain a variety of architectural detail to first and second floor levels contributing to a high level of historic character. A limited use of building materials, local details and plan form is repeated throughout the Conservation Area and gives the area a sense of visual harmony. Some property boundaries reflect medieval burghage plots.

The George Street Conservation Area was placed on the English Heritage “Heritage at Risk Register” classified as a Conservation Area at Risk in 2012. The condition is categorized as poor (second to lowest on scale of 1-5).

PROPOSAL

The application is for a comprehensive redevelopment of the site comprising partial demolition of the existing building and erection of a three to four storey building comprising ground floor retail units (Use Classes A1, A2, A3, A4, A5, B1, D1 or D2) to both George Street and Central Way, 27 apartments on the upper floors, car parking on two lower levels with access from Central Way and associated works. The development essentially comprises two blocks; a three storey block fronting George Street comprising ground floor retail units with apartments above and a four storey block fronting Central Way comprising a ground floor retail unit and apartments above. The car parking would be within the rear and central part of the building on three levels at ground floor and basement level relative to Central Way.

The ground floor fronting George Street (Unit A) would provide a retail unit of 457sq. m, which may be sub-divided to provide 2 or 3 units. The ground floor fronting Central Way (Unit B) would provide a single unit of 138 sq. m. The submission states the occupiers of the units have not been confirmed at present, therefore this space offers the ability to be sub-divided to award a high degree of flexibility.

The upper floors would provide 27 apartments, comprising 14 x 1 bedroom units (3 of which are studio apartments) and 13 x 2 bedroom units. Access to the apartments would be from both George Street and Central Way.

29 car parking spaces would be provided within the development for occupiers of the proposed apartments. Access to the car park would be via two vehicular access points on Central Way, one within the elevation to serve the ground level parking and a ramp at the side of the building providing access to the basement level. Cycle parking would also be provided.

Amended plans have been submitted in response to concerns raised by officers, Historic England and in the representations relating to the bulk, height and design of the scheme as originally submitted. In summary the height of the building has been reduced with a floor removed from the George Street block and two floors removed from the Central Way block and amendments have been made to the design/elevation treatment and materials, including the addition of gables and mansard roofs to both elevations to better reflect the vertical proportions of buildings in the Conservation Area. Windows have also been removed from the side elevations. The amendments have resulted in a reduction from 37 to 27 apartments.

The total floorspace of the proposed development would be approximately 3,681m², of which 626m² is retail floorspace and 3,055m² is residential floorspace.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 - Design
L8 – Planning Obligations
W1 - Economy
W2 – Town Centres and Retail
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Altrincham Town Centre
Conservation Area
Main Office Development Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas
H4 – Release of Other Land for Development
S6 – Development in Altrincham Town Centre
S13 – Non Shop Service Uses Within Town and District Shopping Centres

T10 – Transport and Land Use in Town Centres

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

Planning Guidelines: New Residential Development

SPD1: Planning Obligations

SPD3: Parking Standards and Design

SPD5.1: George Street Conservation Area Appraisal

SPD5.3: Old Market Place Conservation Area Appraisal

George Street Conservation Area Management Plan - Consultation Draft

Old Market Place Conservation Area Management Plan - Consultation Draft

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

Various previous applications relating to the existing buildings. The most recent are summarised as follows: -

H/ADV/70416 - Erection of internally illuminated fascia signs and projecting sign. Approved 18/12/08

H/69744 - Change of use to Financial & Professional Services (Class A2) (Unit B, 74-84 George Street). Approved 06/08/08

H/66080 - Replacement of existing retail facade with full height glazing and subdivision of existing two units into four units. Approved 23/01/07

H/ADV/63392 - Erection of fascia sign, projecting sign and panel sign. Approved 23/12/05

H44374 - Display of internally illuminated fascia sign. Approved 13/08/97

H41471 - Display of internally illuminated fascia sign and projecting sign. Approved 08/11/95

H34170 - Display of internally illuminated fascia sign and internally illuminated projecting sign. Approved 11/10/91

APPLICANT'S SUBMISSION

The following reports have been submitted with the application and are referred to in the Observations section of this report where necessary: -

- Planning Statement
- Design and Access Statement
- Heritage Statement
- Transport Statement
- Travel Plan
- Housing Development Statement
- Crime Impact Statement
- Energy Strategy
- Environmental Assessment
- Statement of Consultation
- Archaeological Desk-Based Assessment Report
- Financial Viability Assessment
- Update Bat Survey
- Flood Risk Assessment Statement

In summary the submission states the following: -

- The development will bring a vacant site, located within a key regeneration area, back into use with a scheme which delivers a mix of commercial and residential floorspace.
- The proposals will deliver a variety of much needed market housing to the locality and make a positive contribution to the general area.
- The development will be in a highly sustainable location and it is considered the proposal will not have any significant or adverse impacts on the operation or safety of the highway network.
- The development will improve the appearance of the site. The scheme represents a significant investment which will provide high quality housing to meet the needs and encourage the retention of the local community in the area.
- The Heritage Statement identifies the public benefits of replacing the existing poor quality building with a building of high quality design and confirms the proposals will not change the character of George Street substantially and will greatly enhance the significance of Central Way by providing an active frontage which will relieve the closed nature of the street.
- The proposed development is in full accordance with the aims and objectives of the emerging draft Neighbourhood Business Plan for Altrincham Town Centre.
- The updated Design and Access Statement describes the proposed George Street elevation as being subdivided with stone piers to reflect the historic character of the area and its long, narrow building plots of modest scale. A slate mansard roof is introduced providing a varied roofscape.

- The Central Way elevation is designed to provide an active frontage at street level and also a dynamic façade above through the balcony composition. The building addresses the ground level by the use of dominant stone bays with large glass leisure frontages as well as the glazed entrance to the apartments. The mid-section of the building is more domestic in scale with balconies recessed into the projecting stone bays. Full height windows are introduced to further emphasise activity to the public area. The upper section of the building is composed of a slate mansard roof and steep gables sections to echo the variety of stepped roof scape and variation in height visible throughout Altrincham town centre buildings.

CONSULTATIONS

LHA – No objections subject to the following:

- Change to the one way traffic regulation order (and associated signing) on Central Way; relocating the start of the one way a few metres towards Shaw's Road to ensure the vehicular accesses to the car park are free of the one way order and to reduce potential illegal manoeuvres.
- Relocation of the street lighting column which is located directly outside the proposed car park accesses.
- Improve the proposed cycle parking provision; 10 cycle parking spaces is insufficient.
- The suggestion to introduce dedicated servicing bays on Central Way for the development is supported by the LHA.

Historic England – Historic England are supportive of the principle of redeveloping this site and acknowledges the potential to agree a scheme that will provide the public benefits of the development whilst preserving or enhancing the character of the George Street Conservation Area. On the originally submitted scheme they advised the scheme would not preserve or enhance the character of the George Street and Old Market Place Conservation Areas and recommended amendments to ensure the proposal constitutes 'sustainable development' as required by the NPPF. In response to the amended plans they support the development and are comfortable that the amended scheme addresses the earlier areas of concern. They comment the scale of the block facing onto Central Way has not been significantly reduced; however, the amended design gives the impression of less bulk. They consider that if this block was further reduced in height the scale of the development would be more reflective of the historic character of the conservation area. The scheme has been further amended since these comments and the height of the Central Way elevation reduced.

Pollution and Licensing (Contaminated Land) – The site is situated on brownfield land and a condition is recommend requiring a contaminated land Phase I report to assess the actual/potential contamination risks at the site. Should the report recommend that further investigations are required an investigation and risk

assessment must be completed to assess the nature and extent of any contamination on the site and a remediation scheme to be submitted if necessary.

Pollution and Licensing (Nuisance) – No objections subject to conditions relating to the following: glazing, ventilation and construction requirements to achieve the internal noise level targets specified in the submitted acoustic report; noise from plant and machinery to be 5dB below background noise level; delivery and waste collection times; details of fume extraction system (in the event of the commercial units being used to cook or prepare food) and lighting. Also comment that the application does not specify the hours of operation of the commercial units which could be a potential source of noise nuisance if there is activity after 2300hrs.

Lead Local Flood Authority – As a 'major' development, flood risk measures to meet MST SFRA2 need to be provided before approval. The submitted Flood Risk Assessment identifies storage as being the proposed solution which is considered acceptable, however there should be a minimum of 50% reduction in surface water run off. Recommend a condition requiring the peak discharge rate of storm water to be in accordance with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Council's Level 2 Hybrid SFRA; details of any SUDs facility to be forwarded; and details of the implementation, maintenance and management of the sustainable drainage scheme to be submitted and approved.

Greater Manchester Archaeological Advisory Service – Recommend a condition to require a phased programme of archaeological works that commences with evaluation. This will involve evaluation trenching targeting in particular the locations where piles are to be cut through the existing raft.

Greater Manchester Police (Design for Security) – The application is supported subject to the recommendations made within the submitted Crime Impact Statement being incorporated. Recommend a condition to reflect the physical security specification listed within the Crime Impact Statement.

Greater Manchester Fire and Rescue Authority – The proposal should meet the requirements for Fire Service access.

Altrincham Forward – The Altrincham Forward Landlords Forum comment redevelopment of this site which has been largely vacant for a number of years is good news for the town and the overall amended design is an improvement.

- Contribution to Town Centre Vitality - The proposed development will create active frontage along Central Way, adding to the vibrancy of the adjacent Lower Market area which has received significant Council investment. It will also enhance the pedestrian link between the Regent Road car park, the Lower Market and Shaw's Road to George Street which is currently mainly a service area of poor appearance for the retail units on George Street.
- Contribution to Improving Business Frontages and Reoccupation of a Vacant Unit on George Street - The proposals will help provide retail units that meet

retailer requirements and hopefully bring long term vacant space back into use on a primary shopping street to improve vibrancy along this area of George Street. This will also improve the look of this part of the town.

- Provision of Additional Housing - There is still demand for residential properties in Altrincham and proposals to add housing to the upper floors fits with national planning policy guidance and will help both businesses and security aspects.
- Design and Contribution to Heritage Aspects - The current building does not add anything to this part of the Conservation Area and the two adjacent ones and in fact has a negative impact. The amended design with pitched roof is much better in helping to blend the old with the new although there were a few comments about the height of the development.

Greater Manchester Ecology Unit – No comments received

TfGM – No comments received

United Utilities – No comments received

Trafford Council Economic Growth Team – Comments incorporated in the Observations section of this report. In summary the proposed development represents a significant opportunity to provide new residential development in a highly sustainable location in accordance with adopted planning policy and the Council's strategic objectives for the regeneration of Altrincham Town Centre.

REPRESENTATIONS

Altrincham & Bowdon Civic Society – The Society appreciates the original plans have been modified and the result is a development which enhances this central Altrincham area, however still have the two concerns below. They originally commented that residential use together with car parking and ground floor retail units is welcomed, however there was concern that the height of the building fronting Central Way is well above the roof line of surrounding buildings. If the six storeys could be reduced to five this would produce a roof line more or less in keeping with adjacent buildings and reduce the effect of any overshadowing of other shop fronts on George Street. Comments on the amended plans as follows: -

- Given the acute angles of the roof line, the building is very high when compared to adjacent buildings. Can the height be reduced?
- The balcony screens need to be tinted or opaque so that any items permanently left on the balconies are not visible. Balconies tend to be used for storage of bicycles etc. and can be unsightly. Residents would also gain some privacy.

The scheme has been further amended since these comments and the height of the Central Way elevation reduced.

Bowdon Downs Residents Association – The application has been amended from a highly inappropriate scheme to what will be an enhancement to the two Conservation Areas and the town generally. Appreciate that the concerns of the Bowdon Downs Residents' Association have been taken on board. Originally objected to the scheme referring to the height of the development (double what it should be) and for the most part inappropriate design and layout. Comments on the amended plans as follows: -

- The proposal now understands the context of the two Conservation Areas in which it sits and borders. This is reflected in the materials, design, roof treatment and rhythm. The building is distinctive, as opposed to the outmoded clone town design first submitted.
- Details of the materials should be in line with the forthcoming CA Management Plans: the roller shutters should be mesh not solid and the slate should be specified as natural grey Welsh slate (not Spanish or any other grey slate). Special attention should be paid to the quality, texture and colour of the brick.
- The balcony screens should be translucent glass to hide the clutter on residential balconies and will provide much needed privacy for residents from the Lower market area and for very close buildings on both sides of George Street.
- Although the render will not be seen from the street, we would query the use of white which will soon discolour and look very tatty. A cream colour may be more appropriate.
- Request that there are no 'For Sale' or 'To Let' signs allowed at any time as one of the Conditions. With such a prominent building, the constant signs will be detrimental to the character of the Conservation Areas.
- Question whether all construction traffic and residents can use Central Way rather than via Greenwood Street and/or Shaw's Road? Now that the public realm has been improved and the market is far more active, the last thing needed is regular cars travelling through the area, even with the shared streets concept.
- The George Street frontage still needs more work to reflect the more traditional shop fronts which are part of the character of the Conservation Area.

Altrincham Neighbourhood Business Plan Forum – The application is firmly in line with the land use proposals in the draft Neighbourhood Plan and it has their support. On the original plans they stated support for the proposal subject to the overall height being lowered by two storeys. Comments summarised as follows: -

- Redevelopment of this site for residential and retail use is extremely valuable and the plan layout is well thought through. Development will help bring a much needed boost to Central Way particularly. The development will help create an active town centre street front on Central Way to what is currently a secondary service street to the George Street and Greenwood Street premises.

Central Way elevation

- A high quality contemporary design would be more appropriate in this location and the revised proposal has been led by traditional influences beyond its immediate context.

- The primary objection to the previous scheme related to the height which has now been reduced by a full storey, whereas the recommendation was for a two storey reduction. However, the impact of the upper floor has been softened with pitched roofs, the pitch of which is steeper than the general context of the conservation area.
- The revised design avoids pastiche which is commended; however, the architectural aesthetics now sit between contemporary and traditional styles, the result being a confused and rather compromised design. The proposed design may set a precedent for future developments to Central Way that are architecturally 'safe' with their styling. This may result in a lost opportunity for this development becoming the catalyst to regenerate Central Way as a primary town centre street of truly modern design to announce a new vibrant layering of contemporary town centre development.
- The impact of this development on Central Way will be positive. The enlivened active street front is welcomed. The street level commercial function could however, be expressed more prominently to differentiate it from the residential function above and thereby promote a more active face for a greater extent of the façade.
- The terracotta panels are less relevant to this context and well detailed brickwork would help prevent the building looking dated from the outset.

George Street elevation

- The revised design is more appropriate to the context than the previous design. The rhythm of the 5 gables however, is interrupted by two gables of horizontal windows in terracotta rain screen. The 3 brick gables of vertical fenestration emphasis are more successful and would have a more balanced rhythm if repeated for all 5 gables. A simple palette of red brickwork would work better, the terracotta rainscreen is alien to the street scape and adds an unneeded complexity to the palette of materials.

The scheme has been further amended since these comments and the height of the Central Way elevation reduced. The plans also omit the terracotta rainscreen in favour of being all brick, in accordance with the above comments.

Neighbours – 5 letters of objection received (2 on the originally submitted plans and 3 in response to the first set of amended plans). Comments on the amended plans summarised as follows: -

- The architectural design and materials are more in keeping with the Conservation Area setting, however still object to the height on both the George Street side and the Central Way side. The current building is as high as the new building should go so as to not be overbearing within the historic centre of the town.
- Support more residential units in the town centre, but not to the detriment of its character making it a less desirable place to live and work and to visit.
- The usual uninspiring architecture-by-numbers bland design.
- The height in no way whatsoever fits in with the notion of a conservation area.

- 31 apartments in the town centre will effectively be start of the end of a night-time economy in Altrincham as noise complaints will soon cause businesses to close. This has been reported from many town centres in recent times.
- There is not even 1 parking space per apartment. In reality the average family in Altrincham probably owns 2 cars.
- The town centre high street is not suitable for residential, especially on this scale. Should there be an economic recovery Altrincham will be in no position to benefit as a thriving town centre if we have lost retail capacity to residential use.
- Query what provisions have been put in place for sound proofing. The Old Roebuck has received noise complaints from neighbouring properties. Concerns the developer will try and insulate to the minimum to protect margins/legally comply before selling and once sold it is local business that stands to be prosecuted.

Comments on the originally submitted plans: -

- Retailers in George Street have had to suffer one interruption after another and the prospect of turning this section of George Street into a building site will impact on footfall and put jobs at risk. Customers will stay away until it is over or go elsewhere where there is no noise, dirt or cordoned off street sections.
- The building is at least three floors too high on Central Way and one floor too high on George Street. It should be no higher than the buildings it replaces or the historic ones nearby, otherwise it will dominate and spoil this sensitive area.
- It will also take light away from both streets.
- The George Street shop front should be returned to a more traditional shop front, with less glass and height and more interest with a set back doorway.
- The brickwork and real stone is good to see, but the roof needs to be less square and more interesting in keeping with Victorian buildings of the town.
- It is important to have some flats in the town centre, but not so that it spoils the character of the town in the process.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Demolition of Existing Building

1. The existing building comprises a number of different elements which date from the mid-late 20th century (1965 onwards) and which are not considered to be of architectural or historic significance. The architectural style and detailing of the building does not make a positive contribution to the Conservation Area or the town centre generally; in particular the two storey glass façade to George Street and the poor quality 'back of house' elevation to Central Way are incongruous features and detract from the character of the area. The building is not identified as a positive contributor in the George Street Conservation Area Appraisal and is

identified as an example of inappropriate 20th century development of poor quality design that does not respect the historic character of the Conservation Area. The Draft George Street Conservation Area Management Plan (CAMP) also identifies the building as a particularly ill-considered building within the Conservation Area, which is even more incongruous for its sheet-glazed George Street façade. The Draft CAMP states that where dated and poor-quality post-war infill development is extant there may be an opportunity in the future to replace these buildings with better quality modern alternatives which enhance the streetscape and quality of the Conservation Area. Furthermore the units have been predominantly vacant since 2007 and the applicant has stated the large format retail space has proved unpopular for modern retailing needs in this location. Having regard to the above it is considered demolition followed by re-development presents an opportunity to provide a better quality and more appropriate style of building on the site.

Residential Development

2. The NPPF includes within its core planning principles the need to deliver the homes that are needed and states that housing applications should be considered in the context of the presumption in favour of sustainable development. Policy L2 of the Core Strategy (Meeting Housing Needs) states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. Of relevance to this application it requires new development to be appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure, not harmful to the character or amenity of the immediately surrounding area and in accordance with Policy L7 (Design) and other relevant policies within the Development Plan.
3. The NPPF also states local planning authorities should recognise that residential development can play an important role in ensuring the vitality of town centres and should set out policies to encourage residential development on appropriate sites. Policy W2 of the Core Strategy states that Altrincham Town Centre is capable of delivering 250 residential units.
4. The application relates to the re-development of a previously developed town centre site within a highly sustainable and accessible location, well served by public transport. The site is within walking distance of Altrincham Interchange where comprehensive bus, rail and Metrolink services can be accessed and the location is also well placed for town centre amenities including places of work, shops, financial and professional services, leisure uses and other amenities. Having regard to the above and policies that support residential development in the town centre, the provision of 27 apartments in this location is fully compliant with the NPPF and Policies L2 and W2 from a land use point of view.

Retail Use

5. The application refers to retail use for the ground floor units fronting both George Street and Central Way, although also refers to the units potentially being for a number of uses (Use Classes A2, A3, A4, A5, B1, D1 and D2). These are all 'main town centre uses' as defined in Annex 2 of the NPPF and would be acceptable in this town centre location. The retention of retail or other main town centre uses fronting George Street is fully compliant with the NPPF and Core Strategy Policy W2 which seeks to promote the vitality and viability of town centres and Altrincham as the principal focus for high quality comparison retail, supported by a range of other uses. The proposed introduction of a retail unit (or other commercial use) to Central Way would also be compliant with the NPPF and Policy W2 and would also create a new active frontage and encourage pedestrian activity on Central Way, which would complement the recent improvements to the Lower Market.
6. The proposed development is in accordance with the objectives of the NPPF comprising development in a sustainable location that would contribute towards the regeneration of the town centre, has the potential to improve the appearance of the site and the character and appearance of the George Street Conservation Area and would boost the supply of housing and contribute towards a wide choice of high quality homes. The principle of the development is therefore in accordance with the NPPF and the Trafford Core Strategy (Policies L2 and W2 and Strategic Objectives SO1 and S04) and there is no land use policy objection to the proposal.

DESIGN AND IMPACT ON THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREAS

7. The application has the potential to affect the character and appearance of two Conservation Areas; George Street and to a lesser extent the Old Market Place to the rear of the site. Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty of Local Planning Authorities in exercising its planning functions to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
8. The relevant policies of the development plan include Core Strategy Policies L7 and R1. Policy R1 requires all new development to take account of surrounding building styles, landscapes and historic distinctiveness. It states 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.
9. National planning guidance in the NPPF states planning decisions should, amongst other criteria, aim to ensure developments will function well and add to

the overall quality of the area; establish a strong sense of place; optimise the potential of the site to accommodate development; respond to local character and history and reflect the identity of local surroundings and materials; and are visually attractive as a result of good architecture and appropriate landscaping (paragraph 58). It states the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development (paragraph 56).

10. With regards to the historic environment the NPPF advocates that local planning authorities should take into account the particular significance of the heritage asset when considering the impact of a proposal to avoid or minimise conflict between the heritage asset and its conservation (paragraph 129). Local planning authorities should take account of: -
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness (paragraph 131).

The NPPF also states local planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (paragraph 137).

11. Relevant supplementary planning guidance includes the George Street Conservation Area Appraisal (CAA) which was adopted in October 2014 and provides a detailed assessment of the special interest of the Conservation Area. The George Street Conservation Area Management Plan (CAMP) is currently out to consultation and not yet adopted, however this has been prepared in conjunction with the adopted CAA and sets out a number of policies relevant to the proposed development. The adopted CAA and Draft CAMP for the Old Market Place Conservation Area are also relevant given the site adjoins the boundary of this Conservation Area. These documents are referred to below where relevant.

George Street

12. This part of George Street is characterised by two and three storey buildings and of varying dates and styles, including examples of Georgian, Victorian and 20th century buildings. The buildings adjoining the site are a three storey Victorian building at No. 86 (with its second floor partly within the roofspace) and a post-war two storey building at No. 72. Other buildings in the vicinity are two to three storeys including those opposite the site. Although there is a varied roofscape

due to differences in roof types and heights, there is continuity in the scale and height of buildings and this contributes to the character of George Street. Although diluted by some modern interventions, the historic character of the area is legible in the remaining long, narrow building plots, modest scale of buildings, varied roofscape and historic ginnels.

13. The George Street elevation of the proposed building would be set to the edge of the road on the same alignment as existing buildings. It would be three storeys and 11.7m high, with the eaves and ridge at the same height as the adjoining building at No. 86. There would be a lower section adjacent to No. 72 (within which the entrance to the apartments and staircase are proposed) providing a transition to this two storey building. It is considered the height of this elevation and the proposed gabled and mansard roof design comply with Policy 35 of the Draft CAMP which states *“the varied roofscape along George Street should be retained and enhanced by any new development, which should be of an appropriate height”* and the vertical emphasis and proportions of this elevation would be compatible with the character of this part of George Street.
14. The rear of the Central Way part of the development would be five storey's relative to the level of George Street and therefore significantly higher than buildings on George Street, however as the upper floors of this section would be set well back from George Street they would not be visible in the George Street street scene.
15. The George Street elevation comprises glazed shop fronts at ground level with two floors of residential accommodation above. The elevation would be subdivided with stone piers to visually form five narrow frontages each with a shop front, vertically aligned fenestration and gabled roof over. This would be reflective of the width of historic buildings on George Street and which derive from historic medieval burgage plots. The facing material is predominantly red brick to the upper storey's and natural sandstone to the ground floor dividing each shop front, with grey powder coated aluminium to the units. The roof comprises five steeply pitched gables with grey natural slate covering and a mansard with flat roof behind. The gabled rhythm and vertical proportions of the design are considered appropriate to the character of George Street as described in the CAA and also reflects the buildings on the opposite side of the road (nos. 95-101) which are identified as a positive contributor in the CAA. The palette of materials is considered appropriate to the Conservation Area, subject to samples being submitted and approved to ensure they are appropriate to their setting in terms of quality, colour and texture. It is considered the proposal complies with Policy 31 of the Draft CAMP which states *“Any new development should take inspiration from the established architectural styles within the Conservation Area. Appropriate features, materials and detailing are to be integrated into the design. Modern design is not prohibited within the Conservation Area but should be sympathetic to its historic context; of a high standard; of an appropriate scale; and use appropriate, high-quality materials”*.

Historic England has also advised they consider the amended scheme a great improvement on the earlier scheme and are comfortable with the design of the George Street elevation.

Central Way

16. The character of Central Way differs from George Street and presently functions as an access and service road with a diverse range of buildings, including 20thC extensions to premises fronting George Street which do not respect the historic character of the Conservation Area. Central Way is identified in the Draft George Street CAMP as an area that could be enhanced and to address the incongruous appearance and massing of later buildings when the opportunity arises through appropriate and sympathetic design. The buildings are predominantly two storey in scale, including the buildings either side of the site. There are also three storey buildings in the vicinity, including the rear of 102 George Street which fronts Central Way, the rear of 28-32 Greenwood Street fronting Central Way, the side elevation of the M & S store on Shaw's Road facing Central Way and the terraced properties on Greenwood Street opposite the site.
17. In assessing the height of the development, guidance in the Draft George Street CAMP is relevant which states it is recognised that central urban space is at a premium and therefore it is desirable to make as much use of the available space as possible, however buildings exceeding the established height of the built environment within the Conservation Area need to be carefully considered so that negative impact and any effect on the ability to appreciate the architectural and special interest of the Conservation Area is minimised (paragraph 2.7.3). Policy 32 states that "*Any new development should respect the established height of the historic buildings within its setting, not seek to match the height of the tallest building within the Conservation Area*". The Draft Old Market Place CAMP is also relevant to Central Way and Policy 64 states "*New development should reflect the traditional roofscape of the town*".
18. The height of the building relative to Central Way and the elevation treatment has been subject to a number of amendments since the original submission and is now proposed as a 4 storey elevation. The flat roof design with gables and mansard to the front allows for the top floor to appear to be within the roofspace and avoids the height and massing of a conventional 4 storey building with a roof over. The building would be 13.7m to 14.2m high and taller than other buildings on Central Way and in the vicinity, including those either side of the site which are both two storey (4.7m higher than the building on the north east side of the site and 5.5m higher than the building on the south west side). It would be prominent in the street scene in both directions due to its height and the depth of the side elevations, both of which would be visible above adjacent buildings. Furthermore the mansard roofs to Central Way would have a relatively steep pitch and which is steeper than traditional pitched roofs typical of the area. These

would be prominent on Central Way, however the applicant has advised that a shallower pitch would impact on the internal area.

19. The height of the building combined with the depth of the side elevations, the steep pitch of the mansard roof and the use of render to part of the side elevation are elements of the scheme that are not typical of the area. The side elevations would in part be obscured by the adjacent buildings and it is also anticipated that both adjacent sites, as well as other sites on Central Way, could be redeveloped in the future given the poor quality and inappropriate form of these buildings. This may result in the side elevations of the building being obscured to a greater extent in the future. This section of Central Way and the Lower Market also retains a relatively open character due to the distance retained to the properties on Greenwood Street opposite the site and this would give the building a more spacious setting than if there were buildings up to the road opposite the site. Furthermore it is noted that Historic England considers the amended design gives the impression of less bulk and advised that if this block was further reduced in height the scale of the development would be more reflective of the historic character of the Conservation Area. The height has been further reduced since these comments were received.
20. The elevation treatment to Central Way comprises three projecting gabled elements each with vertically aligned fenestration, gabled roof over, mansard roof between the gables and flat roof behind. The elevation would be predominantly red brick with natural sandstone to the projecting bays and grey powder coated aluminium to the window and door units. The north east side elevation would be brick with a vertical section of light grey rain screen and the south west side elevation would be sandstone with a vertical section of light grey rain screen and a white render finish to the section furthest back from Central Way. It is considered the projecting gabled design and fenestration result in proportions that are appropriate to the location and the materials are considered high quality and appropriate to their setting, notwithstanding the use of render to part of the south west elevation. It is considered the proposal complies with Policy 31 of the Draft George Street CAMP, requiring new development to take inspiration from the established architectural styles within the Conservation Area and to be sympathetic to its historic context; of a high standard; of an appropriate scale; and use appropriate, high-quality materials. The proposal would also comply with Draft CAMP Policies 36 and 37 which seek improvements to existing inappropriate extensions/development and for these to be addressed as the opportunity arises through appropriate and sympathetic design.
21. The area to the front of the existing buildings on Central Way is identified in the CAA as having potential for enhancement and the scheme would introduce an active frontage to Central Way which will contribute towards the improvement of the environment and increase public use of this area. The Design and Access Statement also refers to frontage landscaping to Central Way proposed to ensure synergy with the Lower Market, although the submitted plans don't include these

details. In the event of being approved a condition would be necessary requiring submission and approval of these details to ensure they contribute positively to the public realm.

22. The scheme includes a roller shutter to the car park entrance on Central Way which has the potential to be an unattractive feature although it is recognised this is a necessary part of the development. It is considered a perforated or lattice design would be more appropriate than a solid galvanised shutter and a condition requiring submission and approval of details of the design, materials and colour of the shutter is recommended to ensure an acceptable appearance.

Conclusion on the impact on the character and appearance of the Conservation Areas

23. As summarised above the immediate context for the proposed development is buildings of varying styles and predominantly two and three storey height. In relation to George Street the scale, height, design and materials of the proposed building are considered appropriate to its context and would enhance the character and appearance of the Conservation Area, particularly having regard to the inappropriate façade being replaced. In relation to Central Way the scale and height of the building is such that it would be larger than adjacent and surrounding buildings and the height, expanse of flat roof, pitch of the mansard roof and use of render are features not typical of the area. Nevertheless it is considered these elements would not result in an overly dominant form of development or an incongruous design that would harm the character and appearance of either the George Street or Old Market Place Conservation Areas. It is noted that Historic England considers the scheme to be acceptable.
24. In conclusion it is considered that the scheme overall would not harm the character or appearance of the George Street or Old Market Place Conservation Areas or the significance of these heritage assets, taking into account it will replace a vacant building of poor architectural quality that detracts from the character of the Conservation Area with a better quality building; would bring the site back into active use and support the vitality of the town centre; and will provide new housing on previously developed land in a highly sustainable location that would contribute to the Council's housing land supply. In reaching this decision due regard has been given to S72 of The Planning (Listed Buildings and Conservation Areas) Act 1990. Therefore it is considered that on balance the application would be in accordance with relevant Local and National policies summarised above. It is also anticipated that this scheme together with the recent public realm improvements in the Lower Market area will stimulate further development on Central Way and promote increased activity in the area, which would contribute to the vitality of the town centre and provide further opportunities to enhance the character and appearance of this part of the Conservation Area.

ACCESSIBILITY AND CAR PARKING

25. The site is very well placed for access to non-car modes of travel being within 800m walking distance of the Transport Interchange where comprehensive bus, train and tram services are available. The town centre location of the site also offers good opportunities to walk and cycle to places of work, shops and other facilities.
26. The Transport Statement considers the development will generate a low number of vehicles into the town centre and this will have a low traffic impact on the roads that serve the site. Whilst there would be traffic associated with the proposed residential use, this would not result in any material increase on the surrounding highway network.
27. Vehicular access into the car park would be from Central Way which extends from Shaw's Road to Regent Road. Central Way is one-way from Shaw's Road up to the application site and two-way beyond that point, therefore vehicles would need to access the site from Shaw's Road and depart via Central Way towards Regent Road. The development includes two vehicular access points to Central Way, one within the building to serve the ground level parking and a ramp to the side of the building providing access to the basement level parking. The LHA has no objections to the access arrangements subject to the following: -
 - Change to the one way traffic regulation order (and associated signing) on Central Way; relocating the start of the one way a few metres towards Shaw's Road to ensure the vehicular accesses to the car park are free of the one way order and to reduce potential illegal manoeuvres.
 - Relocation of the street lighting column which is located directly outside the proposed car park accesses.

These works would need to be delivered through a Section 278 agreement with the Council (S278 of the Highways Act).

28. The Council's car parking standards for development in Altrincham town centre are 0.5 to 1 spaces for one bedroom dwellings and 1.5 spaces for two to three bedroom dwellings which results in a requirement for between 26.5 and 33.5 car parking spaces for the apartments. The scheme would provide 29 spaces and therefore complies with the standard. A Travel Plan has also been submitted identifying measures and targets to reduce car travel. Further parking within the scheme for the retail units is not considered necessary given the town centre/primary shopping street location and also given the existing unit doesn't have any parking and there would be a reduction in retail floorspace compared to the existing.
29. The Council's cycle parking standard for the town centre is 1 space per dwelling where communal spaces are proposed, resulting in a requirement for 27 spaces.

The scheme includes only 10 cycle parking spaces and the applicant has been requested to increase provision. In response they have confirmed that the scheme will accommodate 27 communal cycle spaces, although a plan showing this has not been submitted to date. In the event of permission being granted a condition is therefore necessary to ensure this number of spaces is provided and in a secure and convenient location within the building.

30. The Transport Statement states the development will not affect the servicing requirements of the retail units on Central Way, although the Design and Access Statement suggests a dialogue is started with adjoining owners and highways to facilitate a rationalisation of the existing facilities and look to introduce dedicated servicing bays on Central Way. This is supported by the LHA and would need to be subject to further discussions and potentially a Section 278 agreement.

IMPACT ON AMENITY

31. Policy L7 states development must not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way. The Council's Guidelines for new residential development recommends that where there would be major facing windows, three storey dwellings (houses and flats) should retain a minimum distance of 24m across public highways and 30 metres across private gardens and for four or more storeys the figures as for three storeys apply.
32. The rear elevations of properties on Greenwood Street would directly face the proposed development, although there is an area of car parking and an enclosed storage area for the market between the properties and Central Way. No's 38 to 46 Greenwood Street are three storey terraced properties with two storey outriggers to the rear; these properties include retail and various food and drink uses on the ground floor and offices or residential use on the upper floors. The proposed building would retain between approximately 26m to 28m to these properties which complies with the above guideline. A similar distance would be retained to the upper floor of No. 48 (Conservative Working Men's Club) also to the rear of the site. Also on the opposite side of Central Way No.36 Greenwood Street is a two storey detached building in use as a tanning salon. The development would retain 19m to this property and would not be directly opposite and at this distance and orientation would not result in loss of privacy.
33. In relation to properties on the opposite side of George Street the building would retain a distance of only 10.5m to 11m, however these are all shop premises with office or storage on the upper floors therefore there would be no privacy issues between the proposed apartments and existing residential properties.
34. The site is located close to sources of noise which may have an adverse effect on potential users of the building, including from pubs and bars. Concern has

also been raised in the representations regarding the potential impact of residential use in this location affecting existing the opening hours of town centre uses if noise complaints are made by residents in the future. The application includes an 'Environmental Assessment' which recommends attenuation requirements for the glazing, ventilation and walls. The Council's Pollution and Licensing Team confirm the criteria described in the report, which has been proposed as a design target, is considered to be acceptable. The glazing and ventilation requirements for the north/western/southern facades and the glazing and ventilation requirements for the eastern façade should be complied with in order to achieve the internal noise level targets specified in the report. The construction of the remainder of the building should also be carried out so as to achieve the internal noise level targets as specified in the acoustic report. The report does not consider noise from plant and equipment associated with the development, therefore a condition would be necessary to ensure acceptable noise levels are achieved should the application be approved. Conditions relating to hours of deliveries and waste collections; details of fume extraction system serving the cooking/ food preparation areas (in the event the commercial units are used for A3, A4 or A5 uses); and details of lighting are also recommended to avoid nuisance to future occupiers of the development and existing residential accommodation in close proximity.

35. The application does not specify proposed hours of operation of the commercial units and these could be a potential source of noise nuisance if occupied by A3, A4, A5, D1 or D2 uses with late opening hours. It is therefore recommended any permission is subject to a condition requiring the proposed hours of operation to have been submitted and approved prior to any occupation by any of these Use Classes.
36. The scheme includes a landscaped internal courtyard at second floor level which would provide shared amenity space for occupiers of the apartments. Balconies are also provided to some apartments. All apartments would have a view outwards with unrestricted views or inwards overlooking the private landscaped courtyard. It is considered that the scheme would provide an acceptable standard of amenity for future occupiers.

OPEN SPACE / SPATIAL GREEN INFRASTRUCTURE

37. Policy L7 requires development to make appropriate provision for open space, where appropriate, in accordance with Policy R5 which requires all development to contribute on an appropriate scale to the provision of the standards set out in the policy either by way of on-site provision, off site provision or by way of a financial contribution towards improving quantity or quality of provision. Such provision will be secured in accordance with Policy L8 and SPD1: Planning Obligations. SPD1 indicates that Spatial Green Infrastructure will be required for developments of between 5 and 99 dwellings although on-site provision is only a

requirement where the scheme is for over 100 dwellings; therefore in this case provision would not be expected on site. Nevertheless the scheme includes a landscaped internal courtyard of approximately 50 sq. m providing shared amenity space for the occupiers. The requirements of the occupiers for open space and play area provision and the impact this demand would have on existing facilities in the area would be met by CIL.

LANDSCAPING / SPECIFIC GREEN INFRASTRUCTURE

38. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. SPD1 sets out a requirement for 1 tree per apartment or the provision of alternative Green Infrastructure treatments in lieu of, or in combination with, tree provision such as native species hedge, green roof, green wall, etc. To comply with this requirement the development would need to provide 27 trees or the provision of Green Infrastructure treatment. Having regard to nature and location of the site it would not be feasible or appropriate to plant this number of trees on site, therefore the scheme would be expected to provide alternative Green Infrastructure. The proposals include the landscaped internal courtyard described above and frontage landscaping to Central Way, both of which could potentially include trees and/or soft landscaping. There is also potential for a green roof given the large areas of flat roof on the scheme, although this has not been discussed with the developer to date. In order to ensure appropriate Green Infrastructure treatment is provided, a condition would need to be attached to any permission.

ARCHAEOLOGY

39. The application includes an Archaeological Desk-Based Assessment Report which provides an analysis of the historic development of the site and concludes the development would involve the loss and disturbance of a large proportion of the below-ground archaeological remains identified within the report. Where appropriate because of their significance, mitigation will need to be undertaken through an archaeological record (NPPF, paragraph 141). From the details provided the proposed programme of piling will severely compromise the archaeological remains which lie below the concrete raft. It is therefore difficult to envisage a programme of mitigation that would not involve excavation below the concrete raft prior to piling. GMAAS recommend a condition is attached to any permission requiring a phased programme of archaeological works that commences with evaluation. This will involve evaluation trenching targeting in particular the locations where piles are to be cut through the existing raft.

ECOLOGY

40. A daytime bat inspection survey was carried out in December 2012 and found no evidence to suggest the premises is used by roosting bats and the building was

assessed as offering low bat roost potential owing to there being few suitable roosting features and the heavily urbanised nature of the surrounding environment. It notes that gaps exist behind timber weather boarding to the rear of the building and these were re-inspected in January 2015. No evidence of bats was recorded and no new roosting features were identified and the impact assessment, recommendations and conclusions of the 2012 report are still deemed to be valid and no additional survey effort or mitigation is required.

CRIME AND SECURITY

41. The application includes a Crime Impact Statement (prepared by GMP Design for Security prior to submission). The scheme as submitted has been assessed by GMP who support the application subject to the recommendations made within the submitted Crime Impact Statement being incorporated into the proposal. The development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the Crime Impact Statement and a condition should be added to reflect the physical security specification listed within section 4 of the statement, which includes laminated glazing and security-certified windows and doors.

FLOOD RISK AND DRAINAGE

42. The Flood Risk Assessment Statement states the building footprint is almost identical to the existing which means there is no increase in surface water flow into the mains sewers. It states the location and arrangement of the site means it is generally unsuitable to discharge surface water through infiltration. The Flood Risk Assessment Statement identifies potential SUDs techniques and their suitability to the development and concludes that underground storage tanks and/or oversized drains utilised to store rainwater and attenuate the discharge into mains sewers as the most appropriate system for this site. It states in order to comply with the SFRA and the requirement for SUDs it is proposed that the development will meet the requirements by reducing the existing rate of surface water discharge by 30% by way of attenuation within the site.
43. The proposal to provide storage is considered an acceptable solution on a town centre site such as this, however contrary to the submitted FRA there should be a minimum of 50% reduction in surface water run off up to 100yr + 30%. The LLFA recommend a condition to include the following: -
 - It will be necessary to constrain the peak discharge rate of storm water from this development in accordance with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment.
 - As built details of any SUDs facility shall be forwarded by the developer to the Lead Local Flood Authority for inclusion in the Flood Risk Asset Register.

- Details of the implementation, maintenance and management of the sustainable drainage scheme to be submitted and approved, including verification report providing photographic evidence of construction as per design drawings and management and maintenance plan for the lifetime of the development.

DEVELOPER CONTRIBUTIONS

44. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market apartments will be liable to a CIL charge rate of £65 per square metre, in line with Trafford's CIL Charging Schedule.
45. The proposed commercial elements on the ground floor fall under the category of 'all other' development, consequently these will not be liable to CIL. In the event the units were occupied by a supermarket-type use, the CIL charge rate would be £0 as it lies within Altrincham town centre, which is nil rated in the Charging Schedule. In the event the units were occupied by a leisure use they would be liable to a CIL charge rate of £10 per square metre, in line with Trafford's CIL Charging Schedule.

AFFORDABLE HOUSING AND VIABILITY

46. Policy L2 of the Core Strategy states in respect of all qualifying development proposals, appropriate provision should be made to meet the identified need for affordable housing. The Altrincham area is identified as a "hot" market location where the affordable housing contribution set out in Policy L2 is 40%. This equates to a requirement for 11 of the 27 units to be affordable.
47. The applicant has submitted a Financial Viability Assessment which concludes that a scheme which excludes the affordable housing requirement produces a marginally positive residual land value, whilst a scheme which includes a total of 11 affordable housing units is not viable, producing a negative land value. The Viability Assessment has been assessed by the Council's Estates Section (Amey) and they conclude that the viability case should be accepted.

RECOMMENDATION: GRANT subject to the following conditions:-

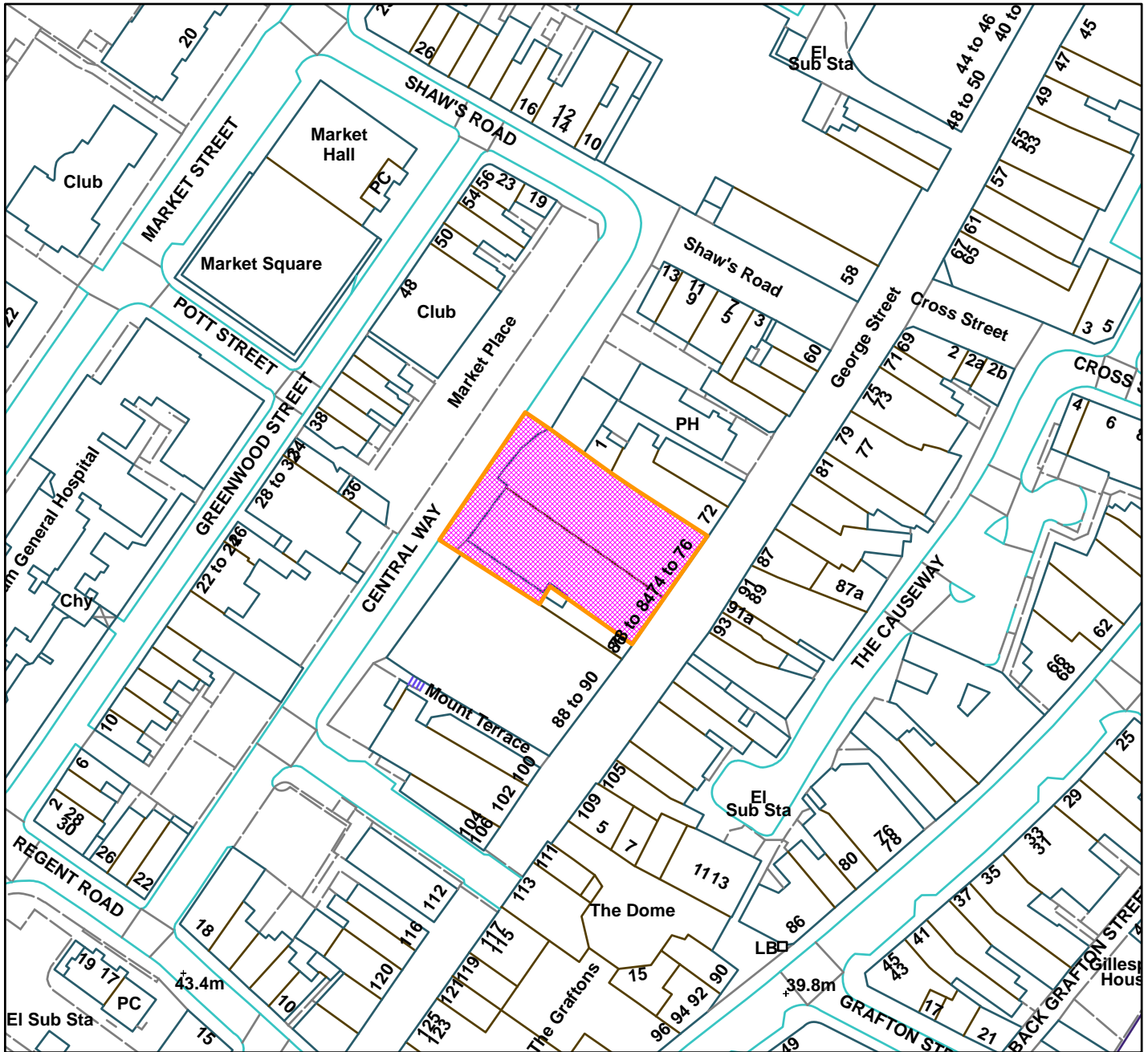
1. Standard 3 year time limit
2. List of approved plans
3. Samples of materials to be submitted and approved, including red brick, natural sandstone, render, grey powder coated aluminium, natural grey slate and balcony details
4. No external roller shutter / security shutters to be installed to doors or windows or other openings other than in accordance with details that have first been submitted and approved

5. Conservation rooflights
6. Landscaping scheme to be submitted and approved, including existing and proposed levels, full details of hard surface treatments, soft landscaping to Central Way frontage and Green Infrastructure treatments
7. Contaminated land Phase I report to assess contamination risks at the site and investigation and risk assessment if necessary
8. Implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation to be submitted and approved
9. Car parking provision to be implemented and retained
10. Scheme for secure cycle parking to be submitted and approved and to be implemented and retained
11. Amendments to the highway to be implemented before first occupation
12. Development in accordance with the recommendations within the submitted Crime Impact Statement
13. Sustainable drainage scheme to constrain the peak discharge rate of storm water in accordance with the limits indicated in the Strategic Flood Risk Assessment and details of implementation, maintenance and management of the scheme to be submitted and approved
14. Construction Management Plan to be submitted and approved including Dust Management Plan
15. Deliveries and waste collections not permitted between 2100hrs -0700hrs Sunday to Thursday, 2100hrs -0800hrs Friday, and 2100-1000hrs Saturday
16. Details of the fume extraction system serving cooking/food preparation areas in any of the commercial units to be submitted and approved, if applicable
17. Lighting scheme to be submitted and approved and to be erected and directed so as to avoid nuisance to residential accommodation in close proximity
18. Hours of operation to be approved prior to occupation by any uses falling within Use Classes A3, A4, A5, D1 and D2
19. Full details of all extractor vents, soil pipes, heater flues and meters to be submitted and approved
20. Details of bin stores to be submitted and approved, including accommodation for separate recycling receptacles for paper, glass, cans, plastics and green waste in addition to other household and commercial waste

RG



74-78 George Street, Altrincham.



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	11th February 2016
Date	28/01/2016
MSA Number	100023172 (2012)

WARD: Ashton On Mersey **85754/FUL/15**

DEPARTURE: No

Erection of 6 no. townhouses each 3 no. bedrooms to be provided on the existing vacant car-parking lot.

Fairbairn House, 21 - 25 Ashton Lane, Sale, M33 6WP

APPLICANT: Mr Bowman

AGENT: IDP Group

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The 0.12 hectare site relates to part of the surface car park to the former Fairbairn House office building which is currently undergoing conversion to an 80 unit apartment scheme granted under prior approval application 84623/PAJ/15. A scheme for an additional 8 apartments, located on the roof space of Fairbairn House (Block A, B and C) is minded to approve, subject to a legal agreement. The site is bound by the Salvation Army Centre to the north; residential properties on Cranleigh Drive to the east; and Ambulance Station and Fire Station to the south; and Fairbairn House to the west.

PROPOSAL

Planning permission is sought for the erection of six townhouses with associated parking. The dwellings are laid out in two groups of three units, to create a small terrace fronting on to Cranleigh Drive. The units are 2.5 storeys and comprise a lounge, living area, kitchen / dining room, downstairs WC, three bedrooms, a bathroom, an ensuite and an office / study.

Amenity space is provided to the front and rear of the dwellings, whilst parking for two vehicles per dwelling is provided to the rear. A shared pedestrian access is located between the dwellings to provide access to the front of the dwellings. Vehicular access to the dwellings will be taken off Ashton Lane to the rear of the properties.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for new homes
 L2 – Meeting housing needs
 L4 – Sustainable transport and accessibility
 L5 – Climate change
 L7 – Design
 L8 – Planning obligations

PROPOSALS MAP NOTATION

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

86034/FUL/15 - Erection of 8 no. residential penthouse apartments on the existing roof levels of Fairbairn House, consisting of 4no. 2 bedroom apartments at proposed fourth floor level and 4no.2 bedroom apartments at proposed eighth floor level with associated car parking. Minded to approve subject to entering into a S106 Agreement

84717/FUL/15 - External alterations to existing office block to include new cladding and alterations to windows. Erection of new bike stores. Application approved 24.03.2015

84623/PAJ/15 - Change of use from offices (Use Class B1) to 80no. residential apartments (Use Class C3). Application for prior approval under Part 3 Schedule 2 Class J of The Town and Country Planning (General Permitted Development) Order 1995 (as amended). Prior approval approved 05.03.2015

APPLICANT'S SUBMISSION

The applicant has submitted the following documents in support of the planning application:-

- Design and Access Statement
- Noise Impact Assessment
- Planning Statement
- Plans and drawings
- Transport Statement

CONSULTATIONS

Greater Manchester Fire and Rescue Authority – No objections. The proposed development should meet the requirements for access by the Fire Service.

Local Highway Authority – No objections. The proposed development is on a site which currently provides car parking for the main Fairbairn House apartment development and penthouse apartments. This matter is discussed in greater detail elsewhere on this agenda. The proposed townhouses are each provided with 2 car parking spaces, making a provision of 12 spaces overall for the proposed townhouses. Access to this parking is via a shared access with the apartments and therefore will need to be managed in a similar manner to the apartment block parking and residents will need a right of access over the adjoining Fairbairn House property.

Lead Local Flood Authority – No objections subject to a condition to limit peak discharge rates of storm water in accordance with the Council's Level 2 Hybrid Strategic Flood Risk Assessment.

Pollution and Licensing – No objections subject to the implementation of internal and external acoustic mitigation measures described within the Noise Impact Assessment.

Pollution – Contaminated Land – No objections subject to a condition to secure the submission of a Phase One Contaminated Land Report.

Strategic Planning – The site is brownfield in nature and is for 3 bed family units and as such there are no in principle issues.

United Utilities – No objections subject to conditions to relating to the submission and approval of foul and surface water drainage

REPRESENTATIONS

3 letters of representation have been received from separate addresses as a consequence of the planning application publicity. The following objections have been raised:-

- Loss of light
- Overlooking and impact on privacy
- Height of properties is inappropriate and not in keeping with the surrounding area
- Increased noise pollution from additional traffic
- Increased air pollution
- Highway safety

The above issues are addressed below as part of the Observations section of this report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site is located within Sale and is in close proximity of Sale Town Centre as defined on the UDP Proposals Map. The site comprises an area of hardstanding which was previously used as a car park for the previous office use. NPPF states that planning should “*encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.*” Core Strategy Strategic Objective SO7 seeks to secure sustainable development through promoting the reuse of resources. On this basis, it is considered that the development makes effective use of land by re-using land that has been previously developed, whilst protecting the need to release less sequentially preferable or greenfield sites.
2. NPPF paragraph 47 identifies a clear policy objective to, “*boost significantly the supply of housing*”. In order to meet future housing need, Core Strategy Policy L1 seeks to release sufficient land to accommodate a minimum of 12,210 new dwellings (net of clearance) over the plan period to 2026. The policy states that this will be achieved through the delivery of new build, conversion and sub division of existing properties.
3. The Council does not, at present, have a five year supply of immediately available housing land, although this site is identified within Trafford’s SHLAA (Strategic Housing Land Availability Assessment). The absence of a continuing supply of housing land has significant consequences in terms of the council’s ability to contribute towards the government’s aim of “*boost(ing) significantly the supply of housing.*” Significant weight should therefore be afforded to the schemes contribution to addressing the identified housing shortfall and meeting the Government’s objective of securing a better balance between housing demand and supply, in the determination of this planning application.
4. Core Strategy policy L2.6 indicates that the proposed mix of dwelling types and sizes should contribute to meeting the housing needs of the Borough as set out in the Council’s Housing Strategy and Housing Market Assessment. The

proposed scheme will deliver 3 bed dwellings which will contribute positively towards the housing stock of the area, increase the number of family sized dwellings and will contribute towards the creation of a mixed community.

5. Core Strategy policy L2 indicates that appropriate provision should be made within submitted scheme for affordable housing. The policy states that within a moderate market location such as Sale, any development comprising 5 or more new dwellings should provide an element of affordable housing, the level of which will be 20% under “normal” market conditions. The Council has recently published its Housing and Market Conditions Report (August 2015) which indicates that the housing market within Trafford continues to operate under ‘poor’ market conditions and as such a 10% affordable housing contribution is required in this instance.
6. Discussions have been held with the Council’s Affordable Housing Manager who has indicated, due to the size of the scheme, the quantum of units, and the likelihood of a Registered Provider taking on the units; that a commuted sum (comprising 30% of the open market value) should be secured, which would be used towards the provision of off-site affordable housing provision. The Council’s Estates Surveyor has assessed the open market value of the units based upon current market values and they indicate that each dwelling will achieve a market value of approximately £300,000. Based upon 30% of the total value of the units, a commuted sum of £90,000 is payable. This money may be used to deliver new affordable homes, bring vacant properties back into use as affordable housing; and improving or converting existing housing to make it suitable as affordable housing. The commuted sum will be secured via a S106 Agreement.

DESIGN, LAYOUT, SCALE AND MASSING

7. Core Strategy policy L7 reiterates these policy guidelines and states that high quality design is, “*a key element in making places better and delivering environmentally sustainable developments.*” The policy provides policy guidance in respect of design quality, functionality, amenity, security and accessibility.
8. The proposed units are laid out in two groups of three units, to create a small terrace fronting on to Cranleigh Drive. The units are positioned on site to broadly align with the adjacent fire station buildings and are set behind an area of garden amenity space. Private amenity space is provided to the rear of the dwellings, further to which parking is provided. A shared pedestrian access is located between the dwellings which provide access to the front of the dwellings. It is considered that the proposed site layout represents a positive design solution in terms of the site and its surrounding context.
9. The design of the dwellings has been amended significantly during the course of the application process to ensure that the scheme responds positively to both the site and its context. The height of the properties has been reduced and external

elevations have been revised to improve the aesthetics of the units and to ensure that they have a positive impact upon the streetscene. There are a variety of residential properties in the surrounding area comprising a mix of styles and buildings from different eras. The proposed scheme successfully incorporates a number of positive design features which are found within the surrounding area, including projecting bay windows, stone bands and sills. It is considered that the proposed design solution will contribute positively towards the overall existing character of the surrounding area.

10. The building will incorporate a mix of traditional and contemporary materials including red brickwork, grey roof tiles and reconstituted stone, and black uPVC rainwater goods. The material palette is considered appropriate in principle and will positively reflect the character of the surrounding residential development. The proposed materials are therefore considered to meet the requirements of Core Strategy policy L7 in principle subject to a condition requiring the submission and approval of materials.

AMENITY

11. Core Strategy Policy L7.3 states that development must, "*be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and / or disturbance, odour or in any other way.*" This policy is supplemented by the 'New Residential Development' Supplementary Planning Guidance (SPG) (2004). The SPG identifies a series of spacing guidelines to guide future development; however paragraph 11.1 states that the application of these guidelines should be applied flexibly to encourage imaginative design solutions.
12. The SPG indicates that, "*the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across private gardens.*" Objections have been received from residents located on the opposite site of the road on Cranleigh Drive. The proposed and existing properties on Cranleigh Drive are separated by the public highway and the habitable room windows of the proposed dwellings are located 22.6 metres from the habitable room windows of the existing dwellings on Cranleigh Drive. This separation distance is in excess of the distances outlined in the SPD for two storey dwellings (21 metres across a highway), but the SPD does suggest that an additional 3 metre separation distance for dwellings of three storeys or more. Whilst the dwellings are described as two and a half storeys in height, there is a bedroom window to the front elevation at second floor level. Whilst the separation distance falls 1.4 metres short of the guideline, the SPD emphasises the need for flexibility in the application of the guidelines depending on the circumstances of the case. In this case, the ridge height of the proposed dwellings has been reduced during the determination of the application, the window sits within the roof of the dwelling, and to the front elevation across a busy road, all of which

helps to reduce the impact on privacy on the occupants of existing houses across Cranleigh Drive. The relationship is considered to be acceptable..

13. In respect of amenity of future residents, it is considered that adequate light and outlook would be provided from habitable room windows, by virtue of the proposed layout of the dwellings. Private amenity space is provided to the rear of each dwelling and it is considered that the space provided is sufficient to allow future occupiers to carry out a variety of functional requirements such as sitting out, children's play and hanging washing.

TRANSPORTATION, HIGHWAY SAFETY AND PARKING

14. The applicant has submitted a Parking Feasibility Assessment in support of the application. The Parking Feasibility Assessment provides an assessment of the facilities located within an acceptable walking and cycling distance of the site as well as those which can be readily accessed via public transport. The document concludes that the site is highly accessible by foot and is ideally placed to encourage journeys by public transport (including bus and Metrolink).
15. Vehicular access to the site will be taken via a shared access with the apartments from Ashton Lane. The Local Highway Authority raises no objections to the proposed access arrangements, although they note that access will need to be managed to allow a right of access over the adjoining Fairbairn House property. These comments are noted however this is a management issue which can be controlled appropriately by the applicant as both sites fall under their ownership.
16. The proposed townhouse scheme indicates that each dwelling will provide 3 bedrooms as part of the approved layout, albeit that a study / office is also provided. The application has been submitted on the basis of providing 3 bedrooms which is considered appropriate. Policy L4.14 and Appendix 3 of the Core Strategy, supplemented by the Parking Standards and Design Supplementary Planning Document (SPD) identify the parking standards for a range of development types across the borough. The SPD identifies three accessibility areas which cover various parts of the Borough. The site is identified as being located within Area C and as such the following parking and cycle standards apply:-

Dwelling size	Parking spaces	Bicycles
2 to 3 bedrooms	2	2 (allocated) 1 (communal)
4 bedrooms	3	4 (allocated) 2 (communal)

17. On the basis of the application submission, the quantum of parking provided is policy compliant.

POLLUTION

18. A Noise Impact Assessment (NIA) has been submitted in support of the planning application. The NIA recommends that mitigation is required to reduce the impact of noise on both external and internal habitable areas. The NIA recommends that an acoustic grade fence is erected at the end of the row of dwellings and alternative ventilation to opening a window is provided for all habitable rooms in line of sight to Cranleigh Drive. The Council's Pollution and Licensing Officer has reviewed the NIA and raises no objections to the proposed scheme, subject to securing the identified mitigation measures which can be secured via conditions. Subject to the inclusion of these conditions, the proposals are considered acceptable and are considered to be in accordance with Core Strategy policy L5 and the NPPF.
19. NPPF paragraph 121 states that planning decisions should ensure that the proposed site is suitable for its new use taking account of ground conditions, including pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation. The Council's Contaminated Land Officer has reviewed the proposed scheme and identifies that the site is located on brownfield land and as such has recommended that the applicant submits a Preliminary Risk Assessment to assess the potential contamination risks of the site and whether any subsequent remediation measures are necessary. These matters can be secured by a suitably worded condition and as such, subject to this, the scheme complies with the provisions of Core Strategy policy L5.13.

FLOOD RISK AND DRAINAGE

20. The 0.12 hectare site is within Flood Zone 1 and as such a Flood Risk Assessment is not required as part of the planning application submission. Although the site is within a Critical Drainage Area it is of a size which is below the threshold where consultation with the Environment Agency is required in respect of this matter. Core Strategy policy L5.18 aims to reduce surface water run-off through the use of appropriate measures. The applicant has indicated that surface water and foul sewage will be disposed of via the mains sewer. The Lead Local Flood Authority (LLFA) and United Utilities (UU) have assessed the scheme and have raised no objections to the proposed development. The LLFA has indicated that peak discharge storm water rates should be constrained in accordance with the limits indicated in the Council's Level 2 Strategic Flood Risk Assessment document. UU have stated that the scheme should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. These matters can be secured via planning conditions, the details of which are outlined at the end of the report.

DEVELOPER CONTRIBUTIONS

21. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'Private Market Houses', consequently the development will be liable to a CIL charge rate of £40 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
22. A S106 Agreement is currently being drafted to secure a financial contribution of £90,000 towards the delivery of off-site affordable housing provision.

CONCLUSIONS

23. Granting planning consent for residential development on this site will make a small contribution towards addressing the housing supply shortfall within the Borough. It is considered that the proposed development represents a sustainable form of development, when considered against the relevant policies of the NPPF which would deliver significant benefits, including primarily the delivery of housing. It is therefore recommended that planning permission should be granted subject to entering into a legal agreement to secure a financial contribution of £90,000 towards the delivery of off-site affordable housing provision and the conditions outlined below

RECOMMENDATION:

MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

(A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a commuted sum of £90,000 towards the delivery of off-site affordable housing provision.

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

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

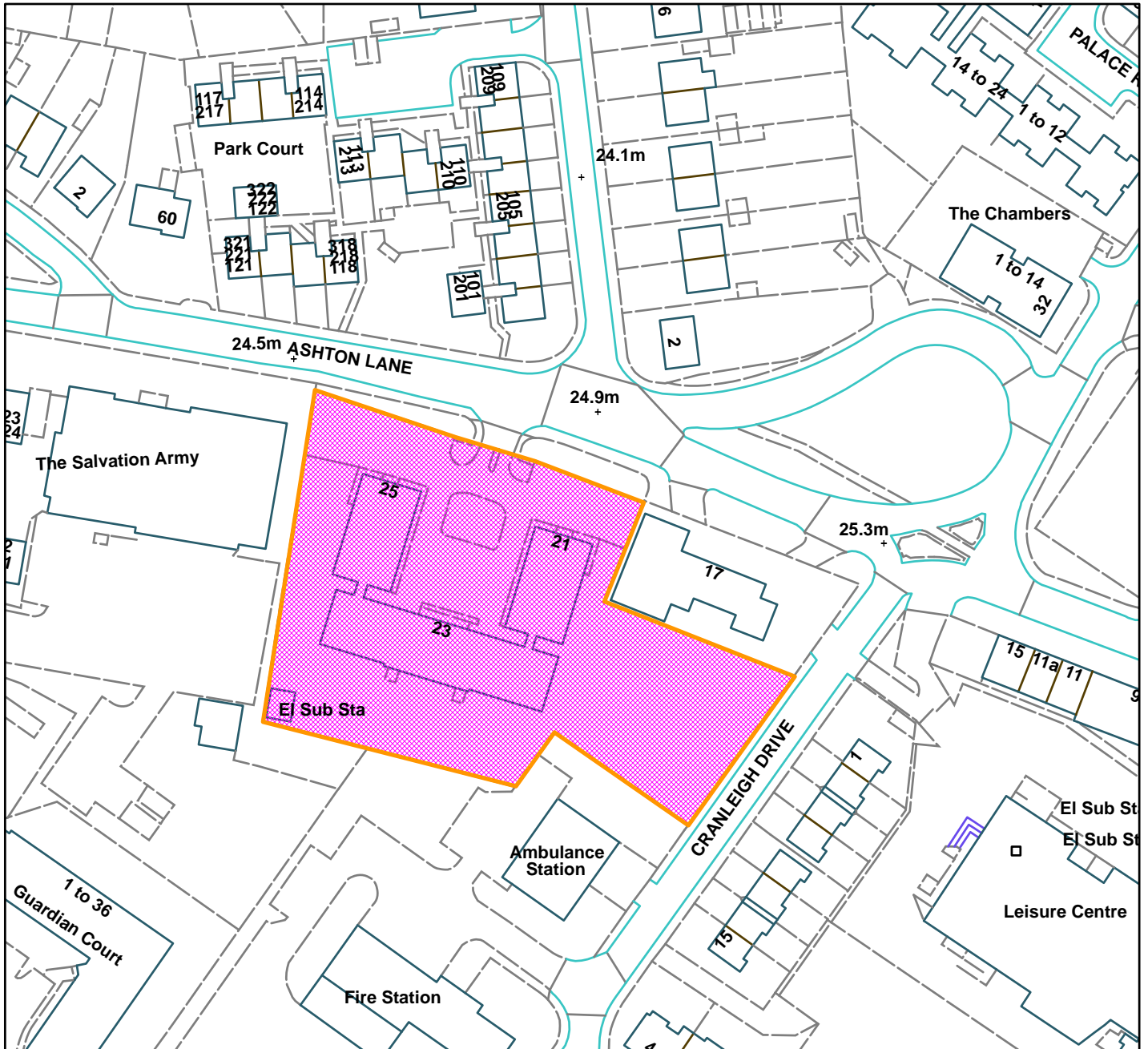
1. Standard time limit 3 years
2. To be development in accordance with approved plans
3. Details of materials to be submitted and approved
4. Landscaping details, including hard and soft landscaping, boundary details and surfacing to be submitted and approved
5. Parking provision to be provided and retained in accordance with approved details
6. Submission of a sustainable drainage scheme to comply with Core Strategy policy L5 and the Strategic Flood Risk Assessment

7. Foul and surface water shall be drained via separate systems
 8. Contaminated land
 9. Alternative ventilation details
 10. Details of acoustic fencing to end of terrace rows
-

JP



Fairbairn House, 21-25 Ashton Lane, Sale



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	11th February 2016
Date	28/01/2016
MSA Number	100023172 (2012)

WARD: Broadheath

85835/FUL/15

DEPARTURE: YES

Erection of a single storey side and single storey rear extension, alongside other external alterations. Alterations to the existing beer garden, erection of new raised terrace area and bin store. Alongside alterations to the existing car park to provide additional spaces and the creation of a new access point.

Bay Malton Hotel, Seamons Road, Altrincham, WA14 5RA

APPLICANT: Daniel Thwaites PLC

AGENT: Fish Associates Ltd

RECOMMENDATION: GRANT

SITE

The application relates to the Bay Malton Hotel, Altrincham; a currently vacant public open house. Situated within a mainly residential area, the application site has residential dwellings sited to its southern, northern and eastern sides. To the west of the site lies open Green Belt Land. The wider site itself comprises of the main Bay Malton Hotel itself, a moderate sized detached Victorian building sited on the south-eastern corner of the site. The main hotel building opens out onto Seamons Road, running along the site's eastern side boundary.

Immediately to the north of the hotel lies an open terrace, and a customer car park, which is accessed via Seamons Road and a large open green/beer garden. There is also a detached bin store, enclosed by timber fencing to the western side of the main hotel building. The whole of the site is situated within Trafford's designated Green Belt.

PROPOSAL

The application seeks consent for the erection of a single storey side and single storey rear extension to the existing hotel, to form additional internal space. There would also be some further alterations to the rear elevation of the hotel.

The works would also consist of a new raised terrace area, to the northern side of the proposed extension, alongside the erection of an external detached bin store. The application further details the erection of a new access point into the site via Seamons Road and proposes changes to the existing car park layout and siting, with other landscaping works.

The application has been materially amended since its initial submission, due to concerns raised by Officers, in relation to the car parking provision on site and the

impact the development would have on the openness of the Green Belt. These points are further discussed in the Observations section of this report.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

R3 – Green Infrastructure

R4 – Green Belt, Countryside and Other Protected Open Land

PROPOSALS MAP NOTATION

Green Belt

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/54767 - Extension of existing car park to provide an additional 27 spaces (total 57 spaces) and formation of new vehicular access to Seamons Road. Closure of existing vehicular access to Seamons Road – Refused – 30.09.2002.

APPLICANT'S SUBMISSION

- Design and access statement
- Greenbelt impact statements

CONSULTATIONS

Local Highway Authority

The application indicates current car parking provision of 17 spaces, although inspection of electronic mapping suggests that there are approximately 2 spaces available in the existing car park. The proposed extension requires a maximum of 10 additional car parking spaces and the applicant proposes an overall car parking provision of 32 spaces. The LHA are content that the car parking provision is acceptable although 3 of the car parking spaces should be provided as disabled spaces.

Secure cycle parking should also be provided. The additional floor space indicates that a minimum of a further 3 secure cycle spaces should be provided. It is considered that there is sufficient space to provide cycle parking in the grounds near to the building.

Subject to the above being considered the LHA does not object to this application.

Lead Local Flood Authority:

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

Pollution and Licensing (Noise and Nuisance):

The Bay Malton is an existing public house which has operated in this location for some time. Whilst there have been some historical complaints of noise (1 complaint in 2003 and 2 complaints in 2007) they were effectively dealt with at the time without the need for any investigation by the Council and no further complaints were received before or after the incidents referred to.

It has been noted that this application does not seek to change the operating hours of the premises. It is also noted that the applicant intends to erect a 2m high close boarded timber fence to the boundary of the site which will reduce the impact of the premises on neighbouring properties.

The Pollution Section does not have any objections to this application; it does however recommend that a number of conditions are attached to the permission, which are summarised below:

- A plan identifying a designated smoking area for the site is to be submitted and approved by the LPA
- Hours OF Use condition restricting the use of the external spaces of the site, including the beer garden and open terrace outside of the designated hours
- No amplified music of sound to be permitted to external parts of the site
- Condition to restrict the hours of deliveries on site
- Hours of use restriction on the proposed bin store
- No smoking on site – outside of the approved designated smoking area
- Condition to control external lighting at the site
- Fume extraction condition
- No equipment or structures in the beer garden/external areas of the site
- All vents and openings shall be acoustically sealed to prevent the escape of noise

REPRESENTATIONS

Original Scheme:

Neighbours: A total of 8 neighbours made the following representations:

- Proposed bin store would be sited directly adjacent to boundaries with residential dwellings, resulting in odour and noise
- Access into the kitchen is sited close to neighbours boundary and would lead to noise generation affecting amenity
- Unclear as to lighting arrangements on site and its effect on amenity
- Soak away concerns for neighbouring dwellings
- Loss of privacy from proposed new openings
- Late opening hours would have an impact on amenity of neighbouring dwellings
- The proposed wider opening would create on street parking related concerns
- Increased noise levels from proposed car park
- Increase in traffic volume within area
- Impact on Green Belt and National Trust Land through development
- Proposed extension is an overbearing addition
- Design of the extension is out of keeping with the design of the wider area

Amended scheme:

Neighbours:

- 2 further letters of objection were received by the Local Planning Authority which reiterate concerns raised previously in relation to the proposed bin store and the proposed new openings sited close to site boundaries.

OBSERVATIONS

Original scheme

1. The scheme was originally submitted proposing a single storey side extension with a greater massing, alongside proposing a much larger car park extension, which would have had a detrimental impact on the openness of the Green Belt, as well as holding amenity related concerns for neighbouring dwellings. Following discussions with officers, the applicants have since amended the scheme to propose a much more proportionate sized extension and smaller car park extension. It is on this basis that the scheme has been assessed below.

PRINCIPLE OF DEVELOPMENT

Impact on Green Belt

2. The whole of the site, including the main Bay Malton building itself, car park, beer garden and outdoor terrace lies within the defined Green Belt.
3. The purposes of the Green Belt, as outlined within the National Planning Policy Framework, Paragraph 80 is to:
 - to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
4. Paragraph 87 of the NPPF states *that 'inappropriate development is, by definition harmful to the Green Belt and should not be approved except in special circumstances.'* The guidance goes on to list in paras. 89 and 90 certain forms of development that are not considered to be inappropriate development in the Green Belt, provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within Green Belt. Such developments are broadly categorised in 6 points, of relevance to this application is bullet 3, Paragraph 89 which details: "the extension or alteration of a building provided

that it does not result in disproportionate additions over and above the size of the original building”.

5. Core Strategy Policy R4 Green Belt, Countryside and Other Protected Open Land, indicates at R4.1 - The Council will continue to protect the Green Belt from inappropriate development. R4.2 New development, including buildings or uses for a temporary period will only be permitted within these areas where it is for one of the appropriate purposes specified in national guidance, where the proposal does not prejudice the primary purposes of the Green Belt set out in national guidance by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal. Paragraph 24.2 within Policy R4 of the Core Strategy states ‘Within the Green Belt, development will be restricted to those uses that are deemed appropriate in the context of national guidance and which maintain openness. For all other types of development it will be necessary for the applicant to demonstrate very special circumstances to warrant the granting of any planning permission for development.’

Proposed extensions and external open terrace

6. The existing Bay Malton Hotel is a modest sized 2 and a half storey freestanding building, sited on the south-eastern side corner of the site. The building has been designed with a pitched roof design and sits to the east of Seamons Road, tapering to the eastern side of the site.
7. The proposed extensions to the side and rear would be less than 30% of the existing foot print of the Bay Malton and as such it is considered that the proposed side and rear extensions would be proportionate additions to the host building; and would not form disproportionate additions resulting in harm to the Green Belt in terms of openness. And are therefore compliant with the relevant policies of the NPPF and TBC Core strategy.
8. The proposed raised terrace area would be erected in an already developed area of hard-standing, and it is considered that this would not have any materially greater impact on the openness of the Green Belt than the existing car park and patio and is therefore compliant with the relevant policies of the NPPF and TBC Core strategy.

Proposed car park alterations – extension and relocation

9. The proposal would see the creation of a 32 space car park on the eastern side of the site, on part of the existing beer garden. Conversely, a much smaller part of the existing car park would become beer garden. The loss of the sizeable area of the existing grassed beer garden is considered to constitute inappropriate development within the Green Belt, given that this development would not meet any of the exceptions as set out in Para’s. 89 – 90 of the NPPF. With reference to such development the NPPF states within Para.88: *“When considering any*

planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations".

10. The applicant, within the submitted Green Belt Assessment Statement acknowledged that the proposed car parking would constitute as inappropriate development within the Green Belt, however the applicant has submitted a number of statements outlining their case for very special circumstances.

Very special circumstances

11. The existing beer garden on site occupies a total area of approximately 2,506sqm. The proposal would see 740sqm of this removed to create an additional car park area, whilst reverting 371sqm of the existing car park to existing grassed beer garden.
12. The applicants have stated that the current works to the car park and site as a whole are necessary to modernise and upgrade the existing site, and provide much needed facilities and infrastructure to bring the currently vacant premises back into use. The existing public house has now been vacant for several months. The proposed works are therefore required to allow the Bay Malton to return to its former use as a community facility, proving a friendly, family space for local people to enjoy; whilst also catering to the wider area including walkers/ramblers whom use the nearby canal path.
13. The redevelopment of the premises, once operational would also bring economic benefits to the local area. The existing Bay Malton, prior to its closure, employed 4 full time members of staff and 1.5 part time members, equivalent to 5.5 full time positions. The current owners, if approved would be looking to appoint in the region of 50 staffing positions, with 25 full time equipment positions available; and would be looking to offer such jobs to local people, living in close proximity to the premises. The owners have further stated such jobs are usually taken by young part time workers, and part time working parents, whom they would be looking to appoint into the proposed roles.
14. In addition, the new owners would be looking to further expand the economic benefits of the premises through purchasing local goods, including grocery related traders and would also be looking to draw on local suppliers and contractors for all building and maintenance works. As such the proposal would lead to immediate economic benefits to the local community, through the employment of builders and other contractors, as well as longer term benefits through the employment of local people and have benefits further afield for local suppliers, providing a boost to the local economy. The proposal would also see a

vacant public house coming back into use, being able to provide a full business rate to the local Council.

15. It should also be noted that the existing car park on site sits adjacent to residential dwellings, leading to noise generation from the coming and going of vehicles into and out of the site, in close proximity to these dwellings. The application would however see the car park re-sited to the eastern side of the site, away from these dwellings, resulting in an improved amenity situation for neighbouring dwellings in this respect. The works would see a 4.5m landscaped buffer erected between the car park and the northern side boundary, to help mitigate the impact of the development on neighbours. This is discussed further below.
16. By relocating the car park to the eastern side of the site, this would also move the access of the site further to the northern half of the site, moved away from the tapering section of Seamons Road, therefore improving visibility around the bend on the approach to the site. The proposed car park would also create additional parking provision on site, relieving parking pressures of on street parking, within the local vicinity, further improving the situation for road users within the area.
17. The works would see the western section of the existing car park returned to open space. This would form a continuation of the existing open green and this would run along the entire western section of the site. This section is considered to partially compensate for the loss of the section of open green to the proposed car parking area.
18. It is considered that the benefits that are likely to flow from the proposed development, particularly bringing the public house back into use, and the resultant employment benefits will outweigh the harm to the Green Belt by reason of inappropriateness. However, NPPF makes clear that very special circumstances will not exist unless the harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. It is therefore important to assess the full impacts of the scheme before a conclusion can be reached.

DESIGN AND STREET SCENE

19. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.

20. The proposed side extension would be built at single storey level. The extension would have a pitched roof design, in line with that of the main building and the wider design and character of the extension has been designed to appear in keeping with the Victorian styled Bay Malton. The single storey addition would appear as a secondary addition to the main host building, with a low overall height and level of massing, with the proposed roof using a low level pitch. The extension would be set well back from the main Hotel's front elevation and would have a width and depth smaller than that of the host building. The extension would further be erected from matching materials and as such it is considered to be acceptable in its overall scale, size and style.
21. The proposed extension would link on to the main building via a single storey, flat roofed link way. This would be glazed and allows the extension to appear as a secondary element when compared to the main building. The overall width of the extension as a whole remains narrower than that of the host and the link way is further set back appearing as a non-intrusive or dominating addition to the building.
22. The proposal would have large openings to its southern, eastern and western sides. The main opening to the eastern of the site, facing Seamons Road, would almost take the form of a Bay Window, in line with such openings on the host building, whilst still appearing as a modern addition; providing a level of detail and interest to the building. The existing single storey addition to the north of the site would remain unaffected as part of the works. To the southern side the proposal has a large set of bi-fold doors, considered acceptable and two smaller openings in line with those on the host. To the western side of the site, lies a large bi-fold door opening, again considered acceptable.
23. The apex of the roof would be glazed to allow extra light into the extension. This would however have vertical elements, in line with the timber detailing on the host building, again considered to be acceptable and is seen as adding extra detail to the extension. As a whole the proposed extension is considered to be a good mix of both contemporary and traditional features. The extension is considered to be a well-designed addition to the Bay Malton. The proposed rear extension remains small in its size and scale and would be flush with the existing building to the rear, extending its northwards projection by 1.5m. The extension will not have any openings and will again be erected from matching materials and as such is considered to be acceptable. Above the extension a first floor window would be closed off, and the roof would be raised a little to provide some internal space and is considered acceptable. The proposed extensions are therefore considered to be in line with policy L7 of the TBC Core strategy, proving to be high quality additions to the host and would work to improve the wider appearance of the building itself and wider street scene.
24. The proposed terrace area would be sited on what is the existing open terrace and car park area. There would not therefore be a material difference when

viewed from the eastern side of the site, as this area of the site already remains developed. The raised terrace area is considered to provide a gradual shift from the main building into the terrace, which leads to the car park. Breaking up the different elements of the site, as viewed from the main road. The proposed car park would have an improved access, further to the north of the site, considered acceptable. The car parking itself, will be well screened from the main road via a thick 6m wide planting screen, which would be 1.2m in height with further trees added, retaining the landscaped aspect of the wider Green Belt, considered to offset any visual concerns from the proposed car parking. There would be glimpses of the car park visible from the main road, however as this would still allow for views over into the Green Belt, this is considered to be acceptable.

25. The proposal includes the erection of a bin store to the west of the proposed extension. An existing bin store erected from timber panelling currently exists on site in the same location and the proposed bin store is not detailed to be much larger in size when compared to that proposed. As such its location and siting is considered to be acceptable. Further details of its appearance could not be submitted as part of the application and thus these will be conditioned to be submitted prior to its erection, if the proposal is granted consent.
26. The western most section of the existing car park area, which is to be landscaped as part of the works would not be readily visible from any public vantage point. However is considered to be a positive addition to the site and would allow for uninterrupted views down the western side of the site into the open Green Belt which is welcomed.

RESIDENTIAL AMENITY

27. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
28. The proposed side extension would be erected to the northern side of the site. There are no residential dwellings sited immediately to the eastern, western or northern sides of the extension and as such this is not considered to lead to any new material amenity related concerns. The northern neighbour would be sited in excess of 45m away from the proposed new extension. The applicants are proposing to further strengthen the northern side boundary with a 4.5m thick hedge, which would act as a buffer and be of a height of 2m. The current boundary is formed by med-high level planting and fencing and as such this is considered to further reduce any such concerns.
29. The proposed rear extension would not be coming any closer to the rear side neighbouring property than the existing building; the proposed extension would

be erected at single storey level and have a flat roof design. The extension would have a single door opening, sited to its northern elevation and as such this is not considered to pose any new material amenity related concerns for neighbouring properties. The works would see an existing opening at first floor level, on the rear elevation removed, considered acceptable and an area of the existing roof raised in its height, this increase would be for 1.6m and would be sloped, coming away from the common boundary with the rear side neighbouring dwelling. This small increase is not considered to pose any new material overbearing related concerns for the rear neighbouring dwelling, which is sited in excess of 7m away from the rear elevation of the building.

30. The proposed open terrace area would be sited 45m away from the northern side boundary, although larger in size when compared to the existing open terrace. It is considered that since there was an existing operational Open House on the site, with a smaller open terrace than that proposed the proposed open terrace is not considered to lead to any new material amenity related concerns. It is further considered given the extra screening and planting along the sites northern side and southern side boundaries, any such concerns would be minimised.
31. The application would not be creating any new openings as part of the works within either of the existing side or rear facing elevations of the existing building at ground floor level. Given the proximity between the southern elevation of the Bay Malton and the rear side neighbouring dwellings, a condition to obscure glaze the ground floor south facing openings will be attached to any subsequent planning consent. The original plans identified managers accommodation at first floor and a number of rooms for let, however following discussions with the applicant these details have been removed from the plans and as such do not form part of this application.
32. Concerns have been raised regarding the rear elevation ground floor door opening. This door is an existing opening and was operational during the period that the Bay Malton was previously occupied. The applicants have stated a management control plan will be drawn up in order to ensure the opening is only used a limited number of times during the sites operational hours of use and will also look at how this is used after licensed hours, a condition securing the submission, approval and implementation of this document will be added to any subsequent permission.

External Lighting

33. A condition requiring the submission of an external lighting scheme will be added to any subsequent planning consent, in order to control the level of illumination within the external areas of the site, ensuring minimal impact on the amenity of neighbouring dwellings.

Opening Hours

34. The premises can currently trade: Sunday to Thursday 10:00am to 12:30am, & Fri-Sat 10:00am to 01:00am; these hours are to remain unaltered as part of the application. However, conditions are recommended below limiting the hours of use for the external areas of the site, including the beer garden, to ensure minimal disruption to neighbouring dwellings and betterment to the existing situation.

TREES AND LANDSCAPING

35. The application would see 3 existing trees removed on site, two of these currently form part of the sites eastern side boundary. As part of the works, however additional trees would be added within the site and additional planting would be added to the sites boundaries. This additional planting would also take the form of landscape buffers, erected to the sites northern and southern side boundaries. A formal landscaping condition will be added to any subsequent permission, ensuring a comprehensive high quality landscaping scheme is implemented on site, ensuring that the development makes a positive contribution to the street scene. Based on the current plans, the proposed areas of landscaping are considered acceptable in principle and further details of these will be conditioned as part of the landscaping scheme. All the trees to be retained on site will be protected during the works through a tree protection condition.

HIGHWAYS AND PARKING

36. The existing Bay Malton Hotel car park is detailed to be able to provide off road parking provision for up to 17 vehicles. The proposed car park would be extending this to 32 vehicles, almost doubling the existing provision on site. The additional floor space, being created as part of the application would be required to provide an additional 10 car parking spaces on site, which as part of the works the proposed provision would exceed.
37. It is noted that the existing 17 spaces do not meet the Councils L4 parking related Core strategy guidelines for a Public House, with the existing floor space, however as this is the existing situation on site and the fact this is being improved as part of the works, the proposed car parking provision is considered to be acceptable. The Local Highways Authority have also not raised any objections to the proposed number of spaces in relation to the proposed floor space and have not raised any objections to the proposed new access.
38. It is considered that the proposed new access would be safer as it moves away from the tapering bend on Seamons Road, to the southern side of the site, improving the visibility for road users. It is considered that as part of the works as the provision for off street parking is being improved, this would help alleviate previous on street parking related concerns. Given that the site previously

operated as a Public House for a number of years, and is not being extended by a significant level, it is considered that the proposal would not lead to any material additional pressure on the existing road network.

CONCLUSION

39. The proposed development would bring much needed investment to a vacant site within this area of the borough. The proposal would lead to economic benefits for the shorter and longer term, though employing local people and such benefits would extend to local suppliers and tradesmen. The works are considered to improve the existing parking situation for the site and would assist in alleviating previous issues for road users. It is noted that the works would impact on the openness of the Green Belt, however the applicant has submitted sufficient information in terms of demonstrating very special circumstances that the harm to the Green Belt is justified and considered acceptable. It is further considered that any development impacts associated with the scheme can be mitigated through the use of planning conditions, where necessary. In accordance with paragraph 7 of the Framework, it is considered that the proposed development represents a sustainable form of development which complies with all relevant Policies set out in the Trafford Core Strategy and the NPPF.

RECOMMENDATION: GRANT subject to the following conditions

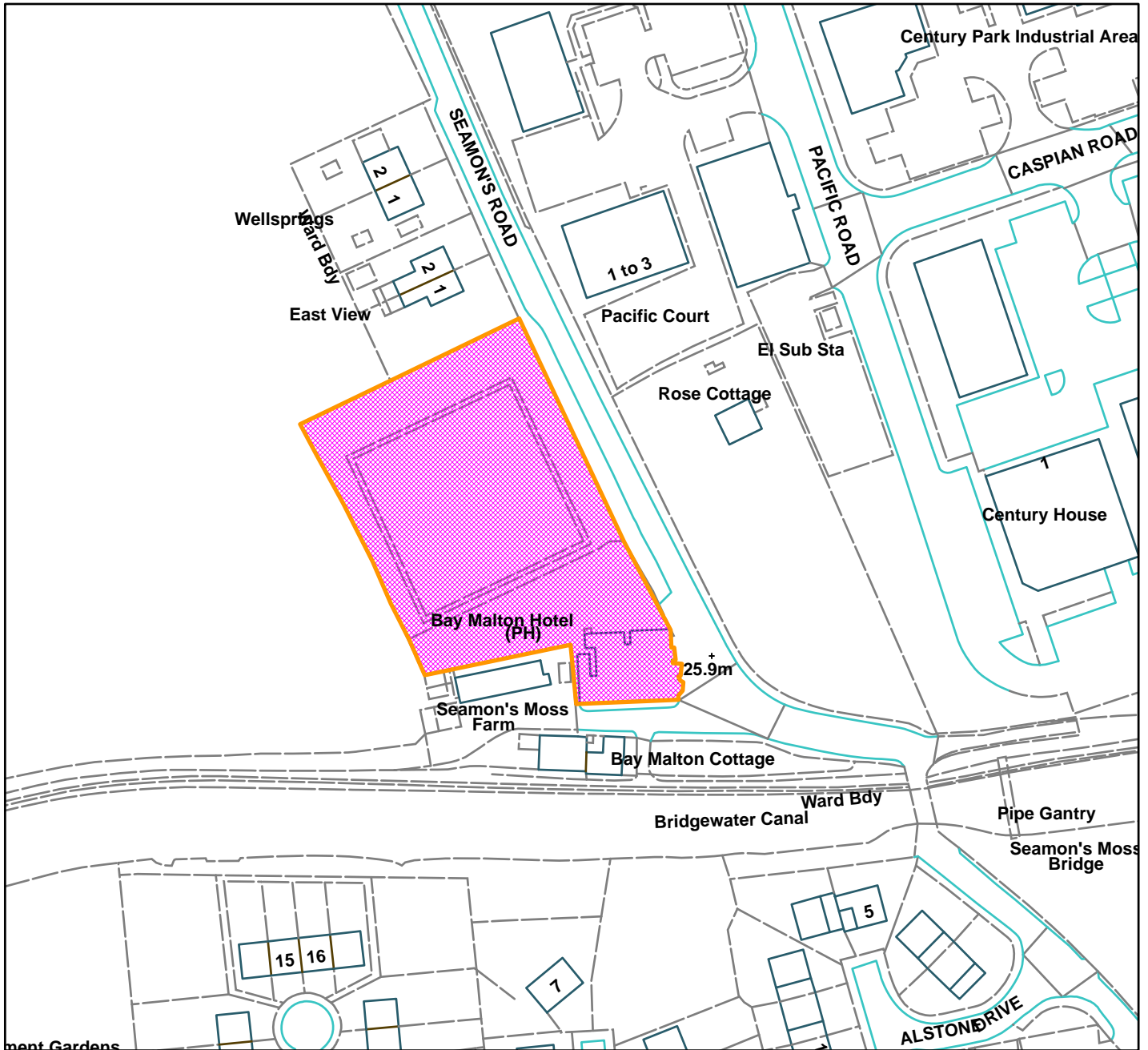
1. Standard time consent – 3 years
2. Materials to match those used on existing Bay Malton
3. Materials for proposed raised terrace/boundaries/car park submitted to LPA
4. Details – compliance with the approved plans
5. Landscaping condition
6. Landscaping maintenance condition
7. Submission of details for proposed bin store
8. Retention of parking spaces on site
9. Provision of cycle storage space on site – details to be submitted to the LPA
10. Obscure glazing within southern side facing window openings on ground floor level
11. Management plan relating to rear door opening submitted to the LPA
12. Submission of car parking and external lighting scheme
13. Hours of use condition for Bay Malton
14. Restriction on hours of use for external areas – from 11.00 – 22.00 Monday to Sunday
15. Sustainable urban drainage scheme
16. Submission, implementation and retention of designated smoking area on site – no smoking to be permitted on site outside of the designated space. No food or drink to be taken to smoking area outside of 11.00 – 22.00 hours
17. No amplified music/sound shall be permitted to external areas of the site
18. Restriction on deliveries from 21.00 – 07.00 Sunday to Thursday, 21.00 – 08.00 on Fridays and 21.00 – 10.00 on Saturdays

19. Hours of use condition for bin store 21.00 – 07.00 Sunday to Thursday, 21.00 – 08.00 on Friday and 21.00 – 10.00 on Saturday
 20. Fume extraction conditions
 21. No equipment or structures to be erected within beer garden/external areas of the site
 22. All vents/openings to be acoustically sealed
-

IG



Bay Malton Hotel, Seamons Road, Altrincham.



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	11th February 2016
Date	28/01/2016
MSA Number	100023172 (2012)

Erection of a replacement two storey dwelling following demolition of existing three-storey dwelling.

13 Rivershill, Sale, M33 6JS

APPLICANT: Porter & Daughter Property Developments

AGENT:

RECOMMENDATION: GRANT

SITE

The application site relates to a parcel of land to the northern extent of Rivershill, a narrow cul-de-sac, located off Glebelands Road. Currently the site is occupied by a derelict two-storey detached dwelling with additional accommodation at basement level, however, a demolition notice has been served under Section 81 of the Building Act. The site is bound by residential properties to the south, east and west. Its northern boundary is formed by a bank leading down to the River Mersey and with views across to open green belt land.

There is a modern development to the east and south-east of the application site comprising modern detached dwellings of a traditional brick construction, whilst to the south of the application site and to the western side of Rivershill development comprises of two-storey detached dwellings of a brick and render construction. Historic OS maps show these properties, including the application property to have been present since the late 19th Century, however, their appearance suggests that a number of external alterations have been carried out at a later date.

Forming the western boundary of the application site and to the rear of the properties to both Rivershill and Greenhill Avenue is an alleyway.

PROPOSAL

Permission is sought for the erection of a part single part two-storey contemporary styled detached to form living accommodation and 4 no. bedrooms. The proposed dwelling would have a flat roof design with 4 no. roof lights. Its elevations would be part rendered and part timber clad. Dark metal composite metal windows are proposed to the front, rear and side elevations. Other works include a landscaping and boundary treatment scheme.

The development would occur following the demolition of the existing two-storey detached Victorian villa.

The application has been revised during the course of the application to address issues raised by officers in relation to its design, scale, massing and siting; proximity to the River Mersey; and its impact on the residential amenity of neighbouring properties, which is discussed further within the observation section of this report.

The total floorspace of the proposed development would be 200 sqm.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for new Homes
L2 – Meeting Housing Needs
L5 – Climate Change
L7 – Design
L8 – Planning Obligations

PROPOSALS MAP NOTATION

River Valley Flood Risk

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV13

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

84819/FUL/15 - Erection of 2 no. three-storey dwellings following the demolition of an existing three-storey dwelling. Withdrawn Application approved 25.01.2005

H/59016 - Erection of a two storey side extension to form additional living accommodation. Refused 11th May 2004

APPLICANT'S SUBMISSION

To help demonstrate that the principle of residential development could be acceptable, the application has been accompanied by a range of supporting documents as follows: -

- Design and Access Statement
- Additional Supporting Statement
- Bat Survey
- Precedent images and material specifications
- 3D Renderings of proposed scheme

CONSULTATIONS

Local Highways Authority – The LHA has no objection in principle, however recommends that the hardstanding used for parking constructed using permeable surfacing to mitigate localised flooding.

Greater Manchester Ecology Unit – No objections subject to inclusion of planning condition to ensure mitigation measures implemented to ensure no harm to local bat population (Comments detailed in observations section of this report).

Built Environment (Drainage) – No objections, however it is recommended that a condition be attached requiring that necessary action is taken to constrain the peak discharge rate of storm water from this development in accordance with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment.

The existing tunnel/underground utilities conduit sited to the rear alleyway is discussed in observations section of this report

Pollution & Licensing (Contamination) – No comments following a GIS search and no condition is required

Environment Agency – Originally objected on grounds that the proposed development would be sited within 8 metres of the bank top of the River Mersey which forms the part of the flood defence and that such development would restrict maintenance and emergency access to the river. However, following amended plans having been submitted to the Environment Agency, which set the development further back from the bank top, the Environment Agency has withdrawn its original objection to the proposed development.

REPRESENTATIONS

Original Scheme:

Neighbours: A total of 6 neighbours made the following representations to the Local Planning Authority on the following grounds:

- Proximity to river bank and easement line
- Overlooking and loss of privacy to rear gardens, including the rear garden and windows to No. 12 Greenhill Avenue
- Flat roof area would be used as outside terraced area
- Not clear whether windows are to be Juliette balconies or not
- Loss of light
- Annexes the established path of the existing roadway, thus restricting access
- Compromises existing BT wayleave agreement
- Annexes and blocks access to land that starts from the middle of road up and extends to the boundary with Riverside Gardens and which is not under ownership of applicant
- Traffic concerns associated with the proposed building works
- Proposed development would block access to and threaten structural stability of existing underground chamber

North Group Members of Cheshire Wildlife Trust:

- Bat roost facility and other mitigation measures as set out in Bat Survey should be conditioned as part of any approval

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site is located within the existing urban area of Sale and comprises a derelict two-storey detached dwelling and its curtilage. The existing dwelling will be demolished as part of the proposed scheme. The property is of a Victorian build, has no significant architectural or historical merit and is not considered to be a non-designated heritage asset as defined by the NPPF. As such its demolition in this instance, to allow for the erection of a replacement dwelling is considered to be acceptable.

2. A part of the proposed development is partly on previously undeveloped garden land, which is classified as greenfield land both in the Core Strategy and the NPPF, it will need to be considered in light of Policies L1.7- L1.10 of the Trafford Core Strategy.
3. Specifically, Policy L1.7 sets an indicative target of 80% of new housing provision to be built on brownfield land. In order to achieve this, the Council will release previously developed land and sustainable urban area greenfield land; in the following order of priority:
 - Firstly land within the Regional Centre and Inner Areas;
 - Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres; and
 - Thirdly land that can be shown to be of benefit to the achievement of the wider plan objectives set out in Chapters 4 and 5 of the Core Strategy. (Strategic Objectives and Place Objectives).
4. The first priority cannot relate to this proposal because the site does not sit within either the Regional Centre or Inner Area. Therefore the application will need to be considered against the second and third points of Policy L1.7.
5. The application site is located within an established residential area and is considered to be in a sustainable location. There are public transport links located on Glebelands Road and the site is located 400 metres from a Quality Bus Corridor on the A56, 1.1km from Dane Road Metrolink stop and 1km from Sale Town Centre. It is therefore considered that the proposal will specifically make a positive contribution towards Strategic Objective SO1 and the Sale Place Objective SAO1 in terms of meeting housing needs and promoting high quality housing in sustainable locations of a size, density and tenure to meet the needs of the community, and to maximize the re-use or redevelopment of unused, under used or derelict land.
6. NPPF paragraph 47 identifies a clear policy objective to, "*boost significantly the supply of housing*". In order to meet future housing need, Core Strategy Policy L1 seeks to release sufficient land to accommodate a minimum of 12,210 new dwellings (net of clearance) over the plan period to 2026. The policy states that this will be achieved through the delivery of new build, conversion and sub division of existing properties.
7. The Council does not, at present, have a five year supply of immediately available housing land and this site is not identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment). The absence of a

continuing supply of housing land has significant consequences in terms of the council's ability to contribute towards the government's aim of "*boost(ing) significantly the supply of housing.*" Significant weight should therefore be afforded to the schemes contribution to addressing the identified housing shortfall and meeting the Government's objective of securing a better balance between housing demand and supply, in the determination of this planning application.

8. Furthermore, given the lack of a demonstrable five year supply, the proposal should be considered in light of paragraph 49 of the NPPF. Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.
9. In terms of Policy L2, the proposal would add 1 no. new 4 bedroomed dwelling within a sustainable location, assisting in meeting the objectives of the Council's Sustainable Community Strategy, albeit by a small amount. Based upon the submitted plans, the proposal would form a 4 no. bedroomed family dwelling which is considered adequate for prospective residents and would not be harmful to the character or the amenity of the surrounding area (further discussed below). With reference to Policy L2.5 specifically the proposed housing would help meet the Councils 30% target of securing large homes.
10. Although the part of the site to be developed is greenfield land, it is considered that on balance the proposal satisfies the tests of Policy L1.7. And as discussed above the application site is situated within a sustainable location and would make a positive contribution to the Council's housing land target as set out in Policy L1 of the Core strategy and would increase the provision of large family homes within the area in accordance with Policy L2.

DESIGN AND STREET SCENE

11. The NPPF states:

Paragraph 56 - The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 60 - Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

Paragraph 64 - Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Paragraph 65 - Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).

12. In relation to matters of design, Policy L7 of the Core Strategy states development must:

- Be appropriate in its context;
- Make best use of opportunities to improve the character and quality of an area;
- Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment

13. Paragraph 2.2 of the New Residential Development Planning Guidelines (2004) indicates that development will not be accepted at the expense of the character of the surrounding area. It states that the resulting plot sizes and frontages should, therefore, be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene.

14. The contemporary design and layout of the new dwelling is considered to be a departure from the surrounding properties to Rivershill and Riverside Gardens which comprise of properties of a somewhat traditional layout and construction.

15. The applicant states that whilst having a 11% larger footprint than that of the existing dwelling, the proposed development has been designed to sit principally within the footprint of the existing house. Furthermore, its scale, massing, and positioning seek to maintain its relationship to the surrounding properties, whilst seeking to complement the existing street scene.

16. A characteristic of the surrounding properties to the western side of Rivershill is that they fill much of the width of their plots, whilst retaining generous amount of land to the front of their properties. As such, a distinct building line can be seen to these properties.

17. Whilst having a larger footprint than the existing dwelling, the proposed dwelling will principally sit within the existing footprint. The only element of the proposal to sit forward of the established building line of the properties on Rivershill will be the single-storey element which is orientated at 90 degrees to the properties along Rivershill. Given that the application site forms the last property to the northern end of Rivershill, it is considered that despite sitting forward of the established building line that on balance this single-storey element would not have a unacceptable detrimental visual impact on the surrounding streetscene. Furthermore, given that the only element of the proposal that will sit forward of the building line is single-storey, some views across to the green belt land beyond the River Mersey will remain.
18. The dwelling would project approximately 1.6m further to the side of the existing dwelling towards the River Mersey at first floor level. This is considered a moderate increase although it would result in the proposal sitting slightly forward of the building line of the rear of the properties backing onto the River.
19. The new dwelling would be stepped back by approximately 2.8m at first floor level towards its shared side boundary with No. 11 Rivershill, not only retaining a sense of spaciousness between the two properties but reinforcing and retaining the existing rhythm of spacing between the properties to the western side of Rivershill.
20. The approximate 6m height of the proposed development, compared to the approximately 9.6m height of the existing dwelling it is replacing would make it appear less prominent within the streetscene and would lessen its impact on the surrounding properties. This in part is achieved through its flat roof design, the fact that it would be located to the northernmost end of Rivershill, and that at its highest point would not sit above the surrounding properties.
21. The properties to the western side of Rivershill appear to have been externally altered at some point in the past. Their shallow roof designs given an almost cube like appearance to the properties. The properties to Riverside Gardens are a modern interpretation of a traditional style. According to the applicant, the contemporary style of the proposal has been informed directly by the site and its context. In keeping with the surrounding properties, the new dwelling would be part rendered, however, at ground floor level it would be predominantly timber clad. The fenestration would be slightly recessed and constructed in a dark metal composite.
22. Supporting documentation including material specifications, examples of similar developments and 3D rendered images of the proposal has been submitted by the architect to highlight the type and quality of materials to be

used in the proposed scheme and the attention to detail and finish that would be used in its construction.

23. As such, the proposed development is considered to be in compliance with para 15.1 of the New Residential Development Planning Guidelines (2004) set out above.
24. It is also recognised that an integral part of the design is to create a dwelling that exceeds all current energy efficiency requirements set by revised document Part L of the Building Regulations.
25. As demonstrated by the drawings and suggested by supporting information submitted by the applicant, the orientation of the proposed dwelling and floor to ceiling glazing, it would be constructing in such a way to achieve a large thermal mass and when combined with external insulation, would reduce need for heating.
26. It is considered that the proposed dwelling would appear very different in character from the neighbouring properties, however, the site is located at the end of the road adjacent to the river bank and it is considered that in this position a contemporary design can be accommodated and would not disrupt the rhythm of the streetscene.
27. Although the proposed development would look onto greenbelt land, given that it would have a reduced height when compared to that of the existing dwelling, at first floor level would only slightly sit forward of the building line of the rear of the properties backing onto the River, and in part would be screened by the existing trees sited to the opposite side of the River, it is considered that the proposed development would not result in a harmful visual impact to the greenbelt land.
28. As such it is considered that the proposed design would be in compliance with policy L5 and L7 of the Core Strategy and with paras. 63 - 65 of the NPPF set out above.

RESIDENTIAL AMENITY

29. Policy L7 of the Trafford Core Strategy states that *"In relation to matters of amenity protection, development must:*

Be compatible with the surrounding area; and

Not prejudice the amenity of the future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and / or disturbance, odour or in any other way"

Impact on No. 2 Rivershill:

30. The proposed new dwelling would face onto the blank side gabled elevation of No. 2. A minimum distance of approximately 6m would be achieved between the single-storey element of the proposed development and the shared side boundary to No. 2. At first floor level the proposal would have 1 no. habitable window which would look towards No. 2's rear garden, however, given that a distance of approximately 12m would be achieved between this window and the shared side boundary to No. 2, it is considered the proposed development would not appear overbearing, overshadowing, or lead to a loss of light or privacy to No. 2. Furthermore, the impact to No. 2's rear garden would be no more significant than what is currently experienced from the 2 no. habitable windows to the front elevation of the existing dwelling.

Impact on No. 11 Rivershill:

31. The proposal would abut No. 11's garage at ground floor level. At first floor level the proposal would be set back approximately 2.8m from its shared boundary with No. 11. At first floor level, there would be no opening to the side elevation of the proposal facing onto No. 11, whilst at ground floor level given the distance and the oblique angle between the habitable window to the southern facing elevation of the proposal and the habitable windows to the front elevation of No. 11, it is considered that there would be no significant overlooking or loss of privacy to No.11

Impact on No. 12 Greenhill Avenue:

32. No. 12 Greenhill Avenue has existing outbuildings that adjoin its main house and span almost the full length of its rear garden area. Given that the proposed development would not sit any closer to No. 12 Greenhill Avenue than the existing dwelling and retain a single storey element to its southern side, it is considered that the proposal would not appear any more overbearing or overshadowing to No. 12. Furthermore, the proposal would have a reduced overall height of 6m, approximately 3.6m lower than that of the existing dwelling. 3 no. habitable windows would be introduced to the new dwelling's western elevation at first floor level, however, given that No. 12 has existing outbuildings along its boundary with the application site, it is considered that any views into the habitable ground floor window to No. 12's north facing side elevation or into No. 12's rear garden area would be screened. No. 12 has no habitable windows at first floor to its north facing side elevation. Whilst, the proposed development would introduce 3 no. habitable rooms at ground floor level to its western elevation facing onto No. 12, however, it is considered that the impact on No. 12 would be no greater than what is currently experienced from the 3 no. habitable windows to the rear elevation of the existing property. Furthermore, the windows to the east

facing elevation of No. 12's outbuildings are obscure glazed. No. 12 does have 1 no. habitable window at first floor level to its rear elevation, but given its position and that it does not directly face onto the proposed new dwelling, it is considered that the resulting oblique angle between No. 12's first floor habitable window and the first floor windows to the west facing elevation of the proposed development would not result in any overlooking or loss of privacy to No. 12's above mentioned first floor window. No. 12 raised concerns about the potential for the future occupants of the proposed development using the flat roofed areas as roof top terraces. In order to ensure that there is no overlooking or loss of privacy to No. 12, it is recommended that a condition be attached which restricts any future use of the flat roofs as terraced areas.

Impact on land to rear:

33. There are no residential properties to the rear of the application site and as such it considered that the proposal would not impact on the land to the rear
34. The proposal is therefore considered to be in accordance with policy L7 of the Trafford Core Strategy and the thrust of the NPPF as it would not adversely affect the level of residential amenity neighbouring residents can reasonably expect to enjoy.

HIGHWAYS AND PARKING

35. The development would result in the erection of a four bedroomed dwelling. The Council's adopted Supplementary Planning Document SPD3: Parking Standards and Design (February 2012) indicates that 3 no. off-street car parking spaces would normally be considered appropriate for a property of this size. Given that Highways have raised no objection to the scheme, that no new vehicular entrances would be introduced, and that the applicant clearly demonstrates on the submitted plans that at least 3 no. off-street car parking spaces can be accommodated to the front of the property, it is considered that the proposal is in accordance with the guidance as set out in SPD3 and therefore acceptable in terms of parking provision.

ECOLOGY (Bats)

36. The submitted bat survey indicates that the building is being used as a bat roost and the development has the potential to affect bats. Since bats have been found on this site then under the terms of the Habitats Directive and the Conservation of Habitats and Species Regulations 2010 (as amended), which enacts the Directive into the UK, a licence may be required from Natural England before any work can commence that may disturb bats. Before a licence can be granted three tests must be satisfied. These are:

- I. That the development is “in the interest of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequence of primary importance for the environment”;
- II. That there is “no satisfactory alternative”;
- III. That the derogation is “not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range”.

37. In considering planning applications that may affect European Protected Species, Local Planning Authorities are bound by Regulation 9(1) and 9(5) of the Conservation of Habitats and Species Regulations 2010 to have regard to the Habitats Directive when exercising their function. Government Circular 05/06 gives guidance to local authorities on how these issues should be considered. All three tests must be satisfied before planning permission is granted on a site. With regards point one the application proposes a development that is considered to have a more positive impact upon the character and appearance of the area than that of the existing derelict dwelling. It will create employment opportunities and increase housing numbers within the locality. Furthermore, it will be constructed to a standard that exceeds standard Building Regulations, thus making the replacement dwelling much more energy efficient than the existing dwelling. With regards point two, the applicant wishes to replace the existing vacant dwelling, which is in a state of disrepair, with a high quality contemporary styled dwelling. Even if it was possible to bring the existing property back, such works would be extensive and most likely require works to the roof. As regards the third test the bat roost is small and of a relatively common bat species.

38. The mitigation proposed for bats (paragraph 4.4 of the bat survey report) is in the view of the Ecology Unit acceptable and providing this advice is implemented there will be no impact on the nature conservation status of local bat populations. An appropriate condition needs to be attached to ensure appropriate mitigation measures as outlined in paragraph 4.4 of the August 2015 Bat survey are implemented.

DRAINAGE

39. No. 12 Greenhill Avenue voiced concern over the loss of access to an existing underground drainage chamber. The plans show that the existing manhole which sits within the red edged line of the site will not be built over. Furthermore, the LLFA comment that whilst house drains' foul pipes appear to be suspended within this tunnel structure, based on the information

provided there is no evidence that this underground chamber is anyway used as a drainage feature. Further investigation shows that this is a matter that should be dealt with at Building Control stage and through building regulations, and as such cannot be considered a planning matter. However, it is considered that an informative should be attached that states no structural load from the new development should be transferred to any existing below ground drainage service i.e. public sewer/chamber

DEVELOPER CONTRIBUTIONS

40. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate' for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

41. No other planning obligations are required.

CONCLUSION

42. The proposed development will provide 1 replacement family home on site which would improve the quality and quantity of the housing stock in this part of the Borough. It is considered that the principle of residential development on this site is acceptable and that the development impacts associated with the scheme can be mitigated through the use of planning conditions where necessary. In accordance with paragraph 7 of the Framework, it is considered that the proposed development represents a sustainable form of development which complies with all relevant Policies set out in the Trafford Core Strategy and the NPPF.

RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard time
2. List of approved plans
3. Materials to be submitted
4. Landscaping
5. PD rights removed (glazing)
6. Parking provision
7. Drainage/SUDS
8. BATS
9. Terraced area

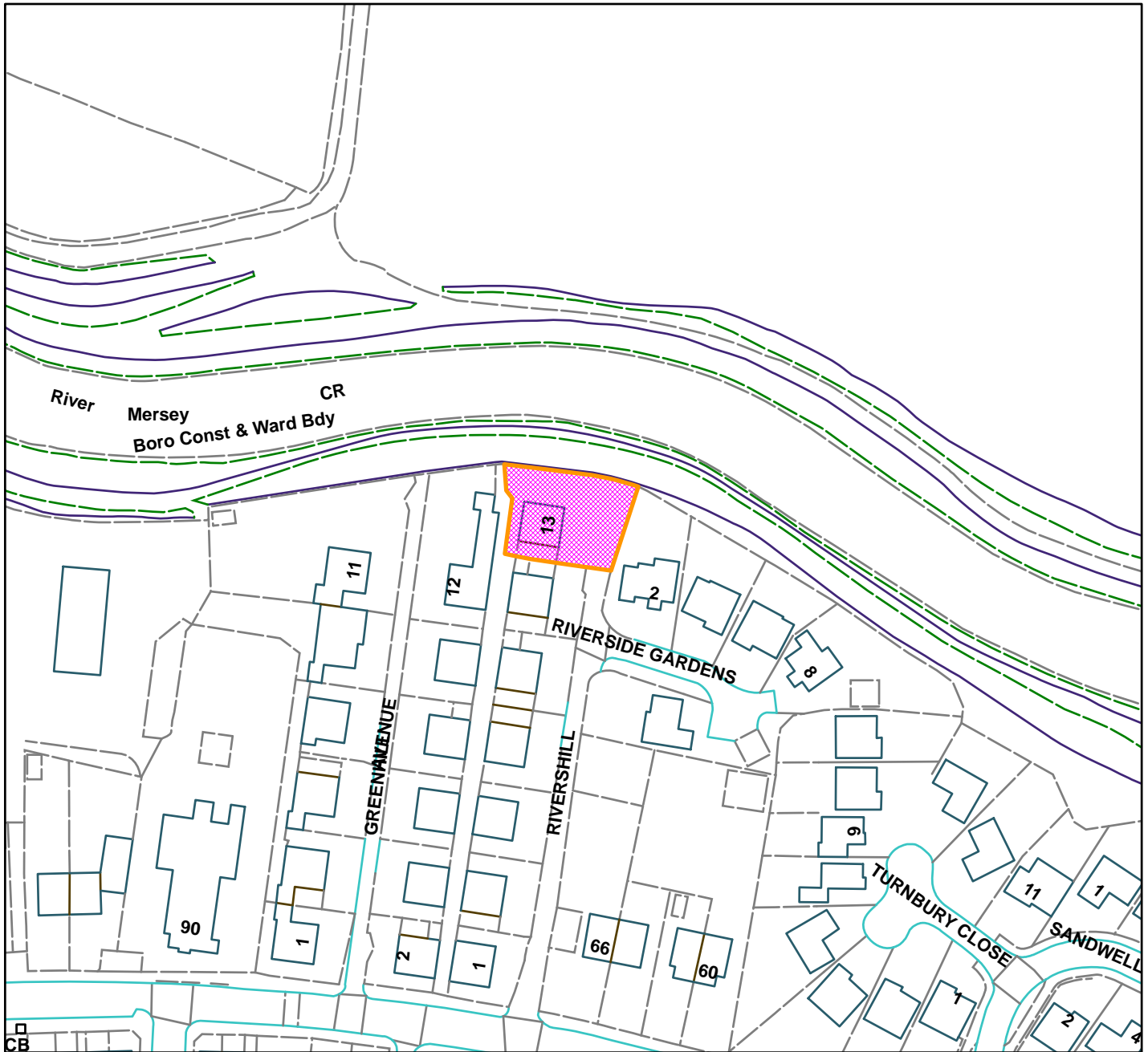
Informative

1. NPPF
2. Underground Chamber

BB



13 Rivershill, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 11/02/2016
Date	02/02/2016
MSA Number	100023172 (2012)

VARIATION OF CONDITIONS 2, 7, 11, 17 AND 19 OF PLANNING PERMISSION 76153/FULL/2010, (APPEAL REFERENCE APP/F5540/A/12/2174323) (ERECTION OF A 20MW BIOMASS FUELLED RENEWABLE ENERGY PLANT WITH ASSOCIATED ACCESS, CAR PARKING, INTERNAL ROADS, CANAL SIDE MOORING AND LANDSCAPING) TO VARY THE APPROVED PLANS TO ALLOW ALTERATIONS TO THE DESIGN, LAYOUT, ACCESS ARRANGEMENT AND THE SPECIFICATION OF PLANT INCLUDING FURTHER DETAILS RELATING TO THE DEVELOPMENT'S USE AS A COMBINED HEAT AND POWER PLANT.

Land to the South of Manchester Ship Canal and West of Barton Bridge, Trafford Way, Trafford Park

APPLICANT: Peel Energy (Barton)

AGENT: Turley

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

BACKGROUND

Members will recall that an application for full planning permission for the development of Barton Renewable Energy Plant (BREP) was presented to the planning committee on 11th November 2011 where it was resolved to refuse planning permission. The decision was appealed and recovered for determination by the Secretary of State. A public inquiry was held in November 2012 and on 15th May 2013 a decision was issued by the Secretary of State upholding the appeal and granting planning permission in accordance with the recommendation of the Inspector, whose report is dated 8th February 2013. The issues identified for determination on the appeal were:

- (i) The effect of the proposal on air quality and perception of harm to health.
- (ii) The effect of the proposal on the vitality of, and the self-confidence of communities within the nearby established areas of Davyhulme, Urmston and Flixton.
- (iii) Whether the proposal would be sustainable development as defined in the NPPF.

This last issue was the subject of an application for Judicial Review by the Council and the challenge was unsuccessful.

It is important to note that the time period for implementation of the existing permission is extended as a result of the Judicial Review (JR).

Section 91(3A) and (3B) of the Town and Country Planning Act 1990 states:

“(3A) - Subsection (3B) applies if any proceedings are begun to challenge the validity of a grant of planning permission or of a deemed grant of planning permission.

(3B) -The period before the end of which the development to which the planning permission relates is required to be begun in pursuance of subsection (1) or (3) must be taken to be extended by one year.”

As a result the permission must be implemented within four years from the date of the decision letter rather than three (i.e. by 15th May 2017).

SITE

The site comprises a roughly rectangular shaped parcel of previously developed land that sits alongside the south-east bank of the Manchester Ship Canal immediately to the south west of the M60 Barton Bridge. The north eastern edge of the site extends under Barton Bridge with a narrow spur projecting to the north east parallel with the Canal which links the main body of the site to Trafford Way adjacent to the Power League Soccerdome.

The land immediately adjoining the site to the south and west is occupied by United Utilities Davyhulme Waste Water Treatment Works with the residential neighbourhood of Davyhulme beyond. To the east beyond the M60 is located a mix of leisure and commercial uses including the Power League Soccerdome, a Travelodge Hotel, and Chill Factor-e and other retail outlets. To the north across the Ship Canal lies the rugby stadium (Salford Reds) and related commercial uses.

PROPOSAL

This application has been made under Section 73 of the Town and Country Planning Act 1990. Section 73 allows applications to be made for permission to carry out a development without complying with a condition(s). It also allows applications to be made to vary condition(s) previously imposed on a planning permission. A Section 73 planning permission is the grant of a new planning consent. However, the original planning permission continues to exist whatever the outcome of the application made under Section 73. Planning permission cannot be granted under Section 73 to extend the time limit within which a development must be started.

Planning Practice Guidance confirms that a Section 73 application can be used to approve minor material amendments and goes on to confirm that, whilst there is no statutory definition of “minor material”, this “is likely to include any amendment where its scale and / or nature results in a development which is not substantially different from the one which has been approved”. The alterations to the development are explained in detail below and are considered to be “minor material” as they do not alter the overall nature of the development and do not substantially alter its scale (although the footprint and height of a number of structures is reduced).

The applicant has stated that, following consultation with the preferred development contractor, a detailed review of the development proposal has identified a series of detailed design changes that would improve the efficiency of the development layout and on site operation whilst reducing the scale and visual prominence of the development. These changes would be achieved without affecting the energy output of the development.

Exact changes in plans

The key amendments to the scheme for which planning permission is sought through the Section 73 application can be summarised as follows:

- (i) Removal of easternmost fuel storage building which is no longer required. The majority of fuel processing will now take place off site and a 'just in time' system of delivery will be operated reducing the need for onsite storage. The revised design will allow for around 3 days of fuel storage on site at all times. This will enable the plant to continue operating at capacity whilst allowing for small breaks in deliveries. The applicant has therefore confirmed that the "just in time" delivery system will not change the way the plant is operated in other respects.
- (ii) Provision of 2 no external fuel unloading bays and associated fuel conveyor.
- (iii) Reduction in size (height and width) of turbine hall, boiler house and ash handling structure and addition of single storey service building.
- (iv) Reduction in size (height and width) of flue gas treatment structure.
- (v) Replacement of hybrid cooling towers with an Air Cooled Condenser (located in the approximate same position within the development site).
- (vi) Increase in length of exhaust from the emissions stack to the cooling towers/Air Cooled Condenser due to reduction in dimensions of main structures within the site.
- (vii) Detailed architectural and technical amendments associated with the above.
- (viii) Realigned access road to connect with a new access into the site located to the south of the previously approved access. (Outside the site boundary, the new access is permitted by an extant planning permission (reference 80829/FULL/2013) granted in June 2014, which was designed to serve the BREP development and Davyhulme Waste Water Treatment Works).
- (ix) Relocation of proposed surface car park area.
- (x) Provision of a single storey administration building.

An updated Environmental Statement/Planning Statement was submitted which states that the applicant has commissioned a number of studies to assess the local demand for and feasibility of capturing and distributing the heat created by the energy generation process to local users via a District Heating Network. Whilst this has always been the applicant's intention, as reflected in the original application submission, it has been necessary to commission additional work to ensure this would be feasible. The study has shown that heat recovery and localised distribution can be viably achieved. However, whilst the application proposals would be capable of producing renewable heat that could be exported to local businesses, the District Heat Network falls outside the scope of the current application and would require a separate permission.

The extant planning permission is subject to a total of 20 conditions, a number of which state the requirement for the development to be carried out in accordance with a specified suite of architectural, highway and ecological plans.

The proposed changes to the scheme are limited to its physical form, layout, architectural appearance and the specification of the technology which will be utilised for energy and heat generation. The fuel input and mix and energy output of the development will remain unaffected by the amendments.

This application seeks to vary conditions 2, 7, 11, 17 and 19 of planning permission reference 76153/FULL/2010 (APP/F5540/A/12/2174323). The table below sets out the existing conditions and the applicant's proposed amendments. The amendments would consist of an amended list of approved plans in relation to Condition 2, amended plan numbers in relation to the highway works in respect of Conditions 7 and 17, reference to the updated noise assessment in the Environmental Statement Update in respect of Condition 11 (noise management scheme) and reference to the updated Ecological Enhancement Plan in respect of Condition 19 (ecological mitigation measures).

Condition number	Existing condition	Proposed amended condition
2	<p>Unless otherwise controlled by conditions attached to this permission or as agreed in writing by the Local Planning Authority, the development hereby approved shall be carried out in accordance with the following plans:</p> <ul style="list-style-type: none"> • Site Location Plan L(00)10 Rev C, • Existing Site Plan L(90)01, • Proposed Site Plan L(90)02 Rev A, • Ground Floor Plan L(00)11, • Level 1 Plan L(00)12, • Level 2 Plan L(00)13, • Staff Accommodation Ground and First Floor Layouts L(00)16, • Elevations L(00)15, • Sections L(00)14, • Use of Davyhulme WWTa Construction Track M10023-A-026 Fig 5.6, • Part WGIS and Biomass 	<p>Unless otherwise controlled by conditions attached to this permission or as agreed in writing by the Local Planning Authority, the development hereby approved shall be carried out in accordance with the following plans:</p> <ul style="list-style-type: none"> • Site Location Plan L(00) 10 Rev. C • Existing Site Plan L(90)01 • Proposed Site Plan 1840-003 R3 • Elevations 1840-010 R1 • Sections 1840-008 R3 • Full WGIS and Biomass Access / Egress constructed M15056-A-002 Rev. A • Part WGIS and Biomass Access / Egress constructed M15056 – A-001 • Biomass visibility and safety fence arrangement M15056-A-004 • Internal swept paths

	<p>Access/Egress Constructed M10023-A-026 Fig 5.7,</p> <ul style="list-style-type: none"> • Part WGIS/WGIS and Biomass Access/Egress M10023-A-026 Fig 5.8, • Integration into part WGIS during construction M10023-A-026 Fig 5.9, • Proposed Security and Access Measures M10023-A-32, • Vehicle Tracking Plan M10023-A-33. 	<p>plan reference M15056-A-003</p>
7	<p>Prior to commencement of development, full design and construction details of the required highway works shown in outline on TTHC drawing no. M10023-A-32 shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.</p>	<p>Prior to commencement of development, full design and construction details of the required highway works shown in outline on TTHC drawing no. M15056-A-004 shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details</p>
11	<p>Prior to first occupation of the development, a Noise Management Scheme setting out all mitigation measures to be implemented during the operational phase of the development to meet the noise criteria set out in the Noise and Vibration Section (Chapter 7) of the Environmental Statement (Volume 1) shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter operated in accordance</p>	<p>Prior to first occupation of the development, a Noise Management Scheme setting out all mitigation measures to be implemented during the operational phase of the development to meet the noise criteria set out in the Noise and Vibration Section (Chapter 7) of the Environmental Statement (Volume 1) and the Noise and Vibration Section of Chapter 5 of the Environmental Statement Update (August 2015) shall be submitted and approved in writing by the Local</p>

	with the approved Noise Management Scheme	Planning Authority. The development shall be carried out and thereafter operated in accordance with the approved Noise Management Scheme
17	No part of the development shall be brought into its intended use unless and until the highway improvements as shown in outline on TTHC drawing no. M10023-A-32, and agreed in detail in accordance with the condition no. 7 above, have been implemented in accordance with the agreed plans.	No part of the development shall be brought into its intended use unless and until the highway improvements as shown in outline on TTHC drawing no. M15056-A-004, and agreed in detail in accordance with the condition no. 7 above, have been implemented in accordance with the agreed plans.
19	The ecological mitigation measures, including the Ecological Enhancement Plan, shall be implemented in full as set out within Chapter 10 and Figure 10.2 of the Environmental Statement. Details, setting out the long term ecological maintenance and management of the site including the retained vegetation strip along the Manchester Ship Canal, shall be submitted to and be approved in writing by the Local Planning Authority prior to the carrying out of the mitigation measures set out in the Environmental Statement.	The ecological mitigation measures, including the Ecological Enhancement Plan reference DWG No 2 (submitted 28 th August 2015), shall be implemented in full as set out within Chapter 10 and Figure 10.2 of the Environmental Statement. Details, setting out the long term ecological maintenance and management of the site including the retained vegetation strip along the Manchester Ship Canal, shall be submitted to and be approved in writing by the Local Planning Authority prior to the carrying out of the mitigation measures set out in the Environmental Statement.

THE DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy** adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- **The Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility
L5 – Climate Change (Includes Air Quality and Noise)
L6 – Waste
L7 – Design
L8 – Planning Obligations
W1 – Economy
R2 – Natural Environment
SL4 – Trafford Centre Rectangle

GREATER MANCHESTER JOINT WASTE DEVELOPMENT PLAN

Policy 8 – Requirement for Combined Heat and Power
Policy 10 – Unallocated Sites

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The National Planning Policy Framework (NPPF) was published on 27 March 2012.

National Planning Practice Guidance (NPPG) was first published on 6th March 2014 and is updated when necessary.

National Planning Policy for Waste was published on 16th October 2014.

RELEVANT PLANNING HISTORY

76153/FULL/2010 - Erection of a 20 megawatt biomass fuelled renewable energy plant with associated access, car parking, internal roads, canal side mooring and landscaping. Application Refused - 5th December 2011.

The reasons for refusal by the council were:

- 1) The proposed development of a facility which involves the incineration of biomass fuels would, by reason of its scale of operation, presence and location, have a detrimental impact upon the vitality and attractiveness of, and the self-confidence of communities within, the nearby established areas of Davyhulme, Flixton and Urmston and would thereby prejudice the continuing regeneration and improvement of these areas which have been identified by the Council as being in need of investment. The proposal would therefore be contrary to Policy WD5 of the Revised Trafford Unitary Development Plan.

- 2) The proposed development raises significant concerns amongst nearby communities that, on the basis of publicly available and respectable scientific evidence about possible adverse impacts of the incineration of biomass waste, it would contribute to a substantial reduction in air quality in an area which is already designated an Air Quality Management Area. As a result there is a widely held objective perception substantiated by independent objective scientific evidence that the development poses an unacceptable risk to the health and safety of those communities. Government guidance as set out in Planning Policy Statement 23 Planning and Pollution Control states that the objective perception of unacceptable risk to the health and safety of the public arising from a proposed development is a material consideration which should be taken into account when determining a planning application. The nature and extent of the perceptions held by people living in nearby communities with regard to the risk to health and safety arising from the proposed development is such that it has considerable weight when considered against the proposal and requires that the proposal should be refused.

Application granted on appeal 15th May 2013. Decision to grant permission upheld by High Court 24th February 2014.

There is no previous history for the site prior to the above. Other relevant local applications are:

86493/FUL/15 – Application for proposed inlet works. Erection of 30 no. buildings and provision of new site entrance and landscaping works, all associated with Permitted Development works to improve the existing wastewater treatment process to allow compliance with final effluent consent requirements – Davyhulme Wastewater Treatment Works – Approved – 14th December 2015

86404/FUL/15 - Construction of 4 no. buildings in association with scheme to export biomethane to the grid gas network Davyhulme Waste Water Treatment Works - Approved – 18th January 2016.

81446/RENEWAL/2013 – Application to extend the time limit of planning permission 74681/FULL/2010 (Construction of site for exploration, production testing and extraction of coal bed methane, transmission of gas and generation of electricity, erection of temporary 34m high drilling rig, formation of two exploratory boreholes, installation of wells, erection of portacabins, storage containers and ancillary plant and equipment, creation of a new vehicular access road, erection of 2.4m high perimeter fencing and restoration of site following cessation of use) – land adjacent to the M60 High Level Bridge and Davyhulme Waste Water Treatment Works - Application approved 13th October 2015.

80920/FULL/2013 – Proposed inlet works. Erection of blower building, 14 no. control kiosks, 2 no. substation buildings, 5 no. skip buildings and gatehouse. Provision of access to new site entrance and landscaping, all associated with permitted development works to improve the existing wastewater treatment process to allow compliance with final effluent consent requirements. Approved with conditions – 30th October 2013.

80829/FULL/2013 – Construction of new vehicular access road to Davyhulme Waste Water Treatment Works and Barton Renewable Energy Plant from the Western Gateway Infrastructure Scheme – Approved with conditions - 30th June 2014.

74681/FULL/2010 – Construction of site for exploration, production testing and extraction of coal bed methane, transmission of gas and generation of electricity including combined heat and power facility, erection of temporary 34m high drilling rig, formation of two exploratory boreholes, installation of wells, erection of portacabins, storage containers and ancillary plant and equipment, creation of a new vehicular access road, erection of 2.4m high perimeter fencing and restoration of site following cessation of use - land adjacent to the M60 High Level Bridge and Davyhulme Waste Water Treatment Works - Approved with conditions - 15th September 2010.

APPLICANT'S SUBMISSION

The applicant has submitted a Covering letter, Planning Statement and Environmental Statement Update Report and an Ecological Survey. They have also submitted 9 plans:

- 1840-003 Rev R3, Proposed Site Plan
- 1840-005 Rev R3, Ground Floor/Site Plan
- 1840-008 Rev R3, Sections

- 1840-010 Rev R1, Elevations
- M15056-A-001, Part WGIS and Biomass Access/Egress Constructed
- M15056-A-002 RevA, Full WGIS and Biomass Access/Egress Constructed
- M15056-A-003, Internal Layout Swept Paths
- M15056-A-004, Biomass Visibility and Safety Fence Arrangements

CONSULTATIONS

Pollution and Licencing – No objections (comments incorporated into Observations section)

Public Health England (Centre for Radiation, Chemical and Environmental Hazards) - Agree with the conclusions reached in the submitted Planning Statement and Environmental Statement Update that the predicted emissions from the proposed site do not present a significant impact to human health.

Public Health England (PHE) has no significant concerns regarding risk to health of the local population from this proposed activity, providing that the applicant takes all appropriate measures to prevent or control pollution, in accordance with the relevant sector technical guidance or industry best practice.

The Environmental Permit will need to be varied before the operation can begin. PHE would be happy to consult with the Environment Agency during its determination process and expect the permit to contain conditions to ensure that any potential emissions do not impact upon human health.

Public Health (Trafford) - Agree with the PHE CRCE assessment that the predicted emissions from the proposed site do not represent a significant impact to human health in Trafford. There are no significant concerns regarding risk to health of the local population from this proposed activity, providing that the applicant takes all appropriate measures to prevent or control pollution, in accordance with the relevant sector technical guidance or industry best practice.

Local Highway Authority – No objections (comments incorporated into Observations section)

Highways England – No objections subject to conditions: -

1. Prior to commencement of development, full design and construction details of the required highway works shown in outline on TTHC drawing no. M15056-A-004 shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

2. No part of the development shall be brought into its intended use unless and until the highway improvements as shown in outline on TTHC drawing no. M15056-A-004, and agreed in detail in accordance with the condition no. 1 above, have been implemented in accordance with the agreed plans

3. There shall be no development on or adjacent to any motorway embankment, retaining wall or structure that shall put any such embankment, retaining wall or structure at risk.

4. There shall be no direct vehicular or pedestrian access of any kind between the site and the M60 motorway. To this end a close boarded fence or similar barrier not less than 2 metres high shall be erected along the frontage of the site with the motorway to the satisfaction of the Local Planning Authority in consultation with Highways England. The fence shall be erected behind the existing motorway

Greater Manchester Archaeological Advisory Service – No objections.

Environment Agency – Has no objection in principle to the proposed variation of conditions and no further comments to make.

Greater Manchester Ecology Unit – No objections.

The Ecology Unit originally raised concerns in relation to the revised Ecological Enhancement Plan as follows: -:

- The grassland seed mixes proposed are not locally native - the mixes therefore need to be amended to include only appropriate species for the area.
- The Enhancement Plan does not include any details of the control of invasive species.
- There is limited detail on the long term management and maintenance of the site.
- The works will include the removal of bird breeding habitat, there should be no clearance of or works to any scrub or trees during the main bird breeding season (March to July inclusive).

Following further revisions to the Ecological Enhancement Plan, the Ecology Unit has confirmed that this is now acceptable.

Salford Council – No objections raised, recommend planning conditions relating to noise and vibration are retained. Recommend updated wording for condition 20 to reflect updated version of BS4142 as follows:

The rating level (LAeq,T) from all industrial and commercial type activities associated with the development, when operating simultaneously, shall not exceed the background noise level (LA90,T) by more than -5 dB during the night time period (23:00 to 07:00) and by +5 dB during the day time (07:00 to 23:00) when measured at the boundary of the nearest noise sensitive premises. Noise measurements and assessments shall be carried out according to BS 4142:2014 "Methods for rating and assessing industrial and commercial sound". 'T' refers to any 1 hour period between 07.00hrs and 23.00hrs and any 15 minute period between 23.00hrs and 07.00hrs.

Greater Manchester Minerals and Waste Planning Unit – No objections raised and notes that the heat recovery and localised distribution accords with the

requirements under Policy 8 of the Greater Manchester Joint Waste Development Plan.

REPRESENTATIONS

Site notices have been posted on Barton Road, Woodhouse Road (leading to Bent Lanes), Davyhulme Road, Trafford Boulevard and in the immediate vicinity of Junction 10 of the M60. Adverts have been placed in the press and neighbour notification letters have been sent out.

Four letters of objection received, making the following comments: -

- The plant is one of the most dangerous in terms of potential impacts to human health.
- The emissions, especially the heavy metals, will represent a serious threat to the health of the surrounding community. The general emissions of greenhouse gases including metals, NOx and VOC's (volatile organic compounds) will be higher than stated, especially PAH's (polycyclic aromatic hydrocarbons), which could be up to 200 times the level assumed by the applicant.

(The issue of air quality impact and human health effects is discussed within the Observations section of the report but, in relation to this point, the applicant's air quality assessment confirms that, for all pollutants, impact change on existing baseline conditions can be described as "negligible" with the exception of annual mean nitrogen dioxide levels and this conclusion is accepted by the Council's Pollution team).

- Waste will be deemed to be non-hazardous because the applicant says it is. No one will actually be testing fuels to ensure that Air Quality standards are not violated. Start up and shut down emissions will cause air pollution to spike and plants are notorious for causing the blanketing of an area with noxious emissions. Exempting this plant from emission limits during this period is wrong.

(With regards to the issue of testing of fuels / on-going monitoring of air quality impacts from the plant, this would be the responsibility of the Environment Agency through the Environmental Permit).

- Air pollution levels in this area are already exceeded and breach the EC legal limit and what the applicant classes as an insignificant addition is still a breach of the law.
- Despite the changes to the scheme, Peel continue to use outdated poor technology with a short chimney.
- Nearby residents have not been notified of the application.

- Site notices were posted at the beginning of December even though the application was submitted in September. Why the delay?

(Site notices were posted in September. Additional notices were posted in early November in order to ensure that the level of publicity was equivalent to that at the time of the original application, 76153/FULL/2010).

- Incorrect information about sensitive receptors was submitted to support the application. Supporting document Environmental Statement Part 5 is a summary of the Detailed Results. Appendix E Human Health Risk Assessment Section 5: The sensitive receptor identification numbers in Table 5.1 do not tally with their positions on the map (Figure 2) which brings into question the validity of the data in the comparison tables (Appendix A) showing maximum levels of various emissions at named addresses on the sensitive receptor list.

(The applicant's air quality assessment has been reviewed in detail by the Council's Pollution team. This is discussed in more detail in the Observations section of the report. However, in relation to this point, whilst it is accepted that the figure 2 map contains inaccuracies in terms of the labelling of the locations, the Pollution team has confirmed that the grid reference data and the plotted distances between the stack and receptors are correct and therefore this does not change the outcome of the air quality or human health assessments).

Three representations have been received from the Breathe Clean Air Group (BCAG) making the following comments: -

- BCAG have previously been given incorrect information that the time limit for the original permission (76153/FULL/2010) would expire in May 2016
- The level of neighbour notification is not the same as on the original application, the site notices were not erected in appropriate locations and the press advert was placed in the Advertiser, which has not been delivered in the Wards of Davyhulme East and West for a period of over 6 months.

(The neighbour notification on the current application is the same as that carried out in relation to the original application, 76153/FULL/2010. More than 10 site notices have been posted in the area, including on Davyhulme Road and Woodhouse Road (leading to Bent Lanes) as well as on Barton Road and in the vicinity of Junction 10 of the M60. The press advert was posted in the Manchester Weekly News on 30th September 2015).

- The latest Nitrogen Dioxide readings for the period 19/10/15 to 16/11/15 are as follows: -

Lostock Road – 48.29ug/cubic metre

Barton Road, nearest point to BREP – 50.04 ug/cubic metre

1. BCAG diffusion tubes are supplied by Gradko International Ltd. and are NO2 Tube 20% Tea/Water.
 2. 4 of the current 5 diffusion tube sites have been selected, and tube holders installed, by a qualified Environment Agency MCERTS person.
 3. The diffusion tubes have been placed at 2 to 2.4m from ground level. (Note: levels of NO2 and particulates are usually even higher at heights of about 1m from ground level, the height at which small children are exposed.
 4. Each tube is left at its site with collector surfaces continuously exposed to the ambient gases for 4 weeks (Tube openings face downwards to avoid rainfall entering the tube).
 5. The tubes are then sent for laboratory analysis to UKAS Method GLM7 and results are fully certified by the Gradko Laboratory.
 6. The resulting readings are expressed as average ug/cubic metre (microgrammes per cubic metre). The EU Air Quality Directive (legally binding in UK) has a limit for NO2, for the protection of human health, of 40 ug/cubic metre annual average. Trafford Council has a designated Air Quality Management Area (AQMA) with a target objective level of 35 ug/cubic metre.
 7. This whole process is entirely, independently self-funded by BCAG and its supporters.
- Peel's new ecological report shows that they care more about the Willow Tit and Reptiles and Amphibians than they do about the Health and Wellbeing of the Residents of Davyhulme and Salford.

(With regards to the nitrogen dioxide levels provided by BCAG, the Council's Pollution team has stated that these only cover a one month period whereas national air quality objective levels for nitrogen dioxide are measured on an annual mean. Nitrogen dioxide levels fluctuate throughout a year and one month's data is not sufficient to enable any decision to be made about local air quality. The Council operates another three automatic monitoring stations in the borough that capture air quality data (including nitrogen dioxide) 24/7, that is fed into the Greater Manchester air quality network and is used to support national air quality monitoring and analysis. A network of diffusion tubes is also maintained within the borough which specifically measure nitrogen dioxide. The monitoring methods used by the Council meet the national requirements for air quality monitoring using modern and accurate test equipment from agreed locations that form part of the air quality network around Greater Manchester. In common with almost all urban centres, pollution from the M60 motorway and other major transport routes continues to have an adverse effect on air quality in the

Borough. The major source of UK nitrogen dioxide pollution is from cars, buses and heavy goods vehicles).

Twenty five letters of support have been received, making the following comments: -

- The variations are beneficial as the plant will become more efficient as well as being less visible.
- The proposal will enable the provision of a district heating network, which would allow local businesses to reduce the environmental impact of their energy consumption.
- The proposal concurs with the conclusions of the Greater Manchester Combined Authority to roll out renewable heat for use by businesses and homes where possible.
- By using waste wood for energy, there will be less waste material being landfilled. The power plant will provide additional renewable electricity and heat.
- The proposal will increase local employment, both during construction and operational phases.
- Provision of low carbon electricity will assist with climate change targets.
- Provision of safe and reliable electricity will assist with energy security.
- Provision of more electricity generation will provide increased price competition for consumers.
- The plant will represent a significant investment in the local economy. Construction workers are likely to inject spending in the locality leading to a multiplier effect and opportunities could be available for local contracting companies.
- The site is in a good location, behind the waste water treatment works and away from housing. The site is quite isolated and will lead to little disturbance for the local community.
- Opposition to biomass plants is inevitable wherever they are proposed but this site is suitable, viable and cost effective.
- The existing consent demonstrates that issues such as air quality have been considered within the design of the plant satisfactorily.
- Trafford Council should support the variation proposal.

OBSERVATIONS

1. Members will be aware that the approval of a Section 73 application grants a new planning permission in its own right. In terms of decision making, regard should be had to any changes on site or in the surrounding area and any changes to planning policy.
2. The Planning Practice Guidance states that *'In deciding an application under section 73, the local planning authority must only consider the disputed condition/s that are the subject of the application - it is not a complete re-consideration of the application.'*
3. On this basis, members should be aware that the issue of whether the development of a renewable energy plant in this location is acceptable in principle is not a material consideration in the determination of the Section 73 application. Moreover, any aspect of the development's design or operation which remains unchanged is similarly deemed to be acceptable and not a matter which should be reconsidered as part of the application's determination and the relevant considerations in this application relate only to any differences in impact between the proposed scheme and the extant permission.
4. Notwithstanding the above, it is necessary to consider any material changes in circumstances since the previous permission was granted in May 2013. Since that time, there have been revisions to the British Standard BS4142 guidelines on noise (issued in 2014) and revised guidance issued by the Institute of Air Quality Management in respect of air quality (issued in May 2015). In addition, Planning Policy Statement 10 (PPS10) has been replaced by the National Planning Policy for Waste (published in October 2014) and National Planning Practice Guidance has been published (2014) and is updated when necessary.
5. In respect of site specific issues, the site has been upgraded to Flood Zone 2 and, given the passage of time since the previous permission was granted, a further ecological survey has been carried out. In addition, baseline air quality conditions have changed and this has been taken into account in the updated air quality assessment. However, there have been no other significant changes to the site or surrounding area since planning permission was granted.
6. The main planning issues considered by members in the determination of the previous application were:-
 - Principle of Development
 - Visual Amenity
 - Air Quality
 - Health Issues
 - Noise and Vibration
 - Ground Contamination
 - Ecology

- Flooding
 - Highways and Parking Provision
 - Archaeology
 - Developer Contributions
7. There is no requirement to revisit all of these issues when determining this application. The key issues in the determination of this application relate to the following matters outlined below:-
- Highway Issues
 - Noise
 - Air Quality
 - Health Issues
 - Visual Amenity
 - Ecology
 - Flooding
 - Sustainability
 - Developer contributions
8. The current application includes a Noise Assessment Update; a review of the original Flood Risk Assessment and an updated ecological survey and Ecological Enhancement Plan.
9. The original planning permission 76153/FULL/2010 would remain extant whatever the outcome of the current application but both schemes could not be developed simultaneously. Therefore, the assessment of impact in relation to the current application is based on the points of difference between the consented scheme and the revised proposed scheme, rather than as an additional development to be delivered on top of the existing baseline. This particularly applies to the Traffic and Transport, Air Quality Impact and Landscape and Visual Impact chapters where the impacts are potentially 'felt' off site and where baseline conditions would be affected by the delivery of other developments for which planning permission has been approved.
10. Taking this approach, the applicant has stated that the appraisal of environmental issues did not identify any topic area where the changes to the development proposal and wider changes in circumstances would give rise to a change in the significance of environmental effects compared to the original scheme.
11. The applicant concludes that the original Environmental Statement (ES), supplemented by this ES Update report, demonstrates the environmental effects of the development will be limited and, where necessary, can be reduced to an acceptable level through employment of standard mitigation measures. Such mitigation measures are secured through appropriately worded conditions which would be carried forward onto the new planning permission, where necessary in a modified form. This report discusses each issue in turn.

POLICY BACKGROUND

12. The principle of a 20MW renewable energy plant has been established previously and it was concluded by the Secretary of State at the time of the appeal decision in respect of application 76153/FULL/2010 that the development did not give rise to material conflicts with the development plan including the policies of the Trafford Core Strategy and Policies 8 and 10 of the Greater Manchester Joint Waste Development Plan. The relevant considerations in the current application relate not to the principle of the development but only to any differences in impact between the proposed scheme and the extant permission.
13. Since the previous permission was granted, Planning Policy Statement 10: Sustainable Waste Management has been replaced by the National Planning Policy for Waste (NPPW), which was published on 16th October 2014. The NPPW does not introduce any significant change in the overall direction of waste policy. The NPPW states that the planning authority should consider the likely impacts of the development on the local environment and amenity against detailed criteria set out in Appendix B and the locational implications of any advice on health from the relevant health authorities. However, the key issues set out in Appendix B remain largely unchanged from the previous Annex to PPS10 and the position with regard to health and pollution control is unchanged from previous policy.
14. With the exception of the introduction of National Planning Practice Guidance (NPPG) in 2014, there have been no other changes to the key policy documents that were in place at the time of the Secretary of State's decision on the last application – the NPPF, the Trafford Core Strategy, the saved policies of the Revised Trafford Unitary Development Plan and the Greater Manchester Joint Waste Plan.
15. Paragraph 14 of the NPPF sets out the presumption in favour of sustainable development, which means approving development proposals that accord with the development plan without delay. Relevant core planning principles identified in the framework are that planning should proactively drive and support sustainable economic development, always seek to secure high quality design, support the transition to a low carbon future and encourage the use of renewable resources, contribute to reducing pollution and take account of local strategies to improve health, social and community wellbeing.
16. Policy L6 of the Core Strategy states that waste management proposals should demonstrate consistency with the waste hierarchy and that the Council will have full regard to the environmental, social and economic impacts of such developments. Policy 10 of the Joint Waste Development Plan states that applications for waste management facilities on unallocated sites will be permitted where the applicant can demonstrate that the proposal fits within the spatial strategy, contributes to the Plan's aims and objectives and meets the same assessment criteria as allocated sites. Policy 8 of the Joint Waste Development Plan indicates that applications for waste management facilities must have the potential to utilise biogas or energy from waste unless it can be

demonstrated that this would prevent the development of waste management facilities.

IMPACTS ON THE HIGHWAY NETWORK AND SAFETY

17. Policy L4 of the Trafford Core Strategy states that the Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network and the Primary and Local Highway Authority Network, unless and until appropriate transport infrastructure improvements and / or traffic mitigation measures and the programme for the implementation are secured. Policy L7 of the Trafford Core Strategy states that development should incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety.
18. The submitted Environmental Statement Update - Highways states that the suitability of the revised access arrangement to accommodate the type and volume of vehicles that the BREP development will generate has been tested through the determination of application 80829/FULL/2013, which granted permission for the access road to serve this development and Davyhulme Waste Water Treatment Works.
19. This revised access arrangement does not alter the routing of BREP related vehicles on either the local or wider highway network. The access change is only in the immediate proximity of the site; a slight relocation of the point at which the access road leaves the adopted highway network and crosses under the M60 Motorway Viaduct to reach the development site.
20. The ES Update also concludes that the non-access related changes to the scheme's design, for which permission is sought through the Section 73 application, have no impact on the type and / or volume of vehicle movements generated by the development. The applicant has also clarified that the proposed "just in time" delivery system will not change the level or type of deliveries to the site.
21. Therefore, the ES Update concludes that there are no adverse changes to the traffic generation profile of the development as a consequence of the Section 73 application and that the conclusions of the original Environmental Statement, in respect of traffic and transport, remain valid and up to date for the purposes of the Section 73 application, i.e. there are no transport or highway related issues that would prevent the granting of planning permission.
22. The ES Update includes an appendix no. 3 "Transport Assessment Update". Plans of the previous proposed layout with Part and Full implementation of the Western Gateway Infrastructure Scheme (WGIS) together with the current proposals to suit both Part and Full WGIS are presented and discussed. The predicted traffic flows to and from the proposed development have not been altered.

23. The Local Highway Authority has reviewed the information submitted by the applicant relating to highways issues and confirms that there is no objection to this application on highway grounds.
24. Highways England has also raised no objections to the application, subject to four conditions. The first two of their suggested conditions are the same as those proposed by the applicant in respect of Conditions 7 and 17 and it is therefore considered that the wording of these conditions is acceptable.
25. The further two conditions would require (i) that there should be no development on or adjacent to any motorway embankment, retaining wall or structure that would put these structures at risk and (ii) that there should be no direct vehicular or pedestrian access onto the motorway and that a 2m high boundary fence should be erected along the boundary with the motorway. However, it is considered that these conditions are not necessary. No built development is proposed adjacent to the motorway structures nor is any access proposed onto the motorway and these amendments would require the further approval of the Planning Authority. Condition 5 (hard landscaping works) currently requires details of perimeter fencing and it is recommended that, if permission is granted in respect of the current application, this condition should be attached to the new permission. It is also considered that the addition of the two latter conditions would go beyond the scope of the issues that can be considered in the current application, given that Planning Practice Guidance states that the local planning authority must only consider the disputed conditions that are the subject of the application and there are no proposed changes to the development or changes in circumstances that would necessitate the introduction of these conditions, which were not attached to the original permission. It is therefore considered that, notwithstanding the comments of Highways England, it would not be necessary or reasonable to attach the latter two conditions.
26. It is therefore considered that the variations to conditions proposed in the current application would be acceptable in terms of highway issues and would comply with Policies L4 and L7 of the Trafford Core Strategy and guidance in the NPPF.

NOISE

27. Policy L5 of the Trafford Core Strategy states that development that has the potential to cause adverse noise will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place.
28. The submitted ES Update – Noise Assessment assesses how the proposed modifications to the development could potentially affect the outcome of the original noise and vibration assessment. In relation to site operations, the assessment concludes in respect of the resultant residual impact, that with appropriate mitigation measures within the detailed design, there is likely to be a negligible impact and a neutral effect at noise sensitive receptors.

29. In summary, the ES Update concludes that no significant noise effects have been identified by the updated noise assessment in relation to the amended scheme and subsequent operational noise levels.
30. The ES Update concludes that no changes to the residual impacts at the nearest noise sensitive receptors are therefore predicted with appropriate noise mitigation measures to be adopted at the detailed design stage. The conclusions in terms of impacts in respect of construction/de-commissioning noise and vibration, operational vibration and road traffic noise remain as originally assessed.
31. The Council's Pollution Team has stated that the Noise Assessment Update report details an appropriate scheme of mitigation, the implementation of which will ensure that the resultant impacts on the nearest noise sensitive receptors will be negligible and unchanged from the consented scheme.
32. The Council's Pollution Section agree with the assessment and conclusions of the report and advise that previous (updated) conditions are applicable.
33. Salford City Council has suggested an amended condition on noise monitoring. The suggested condition updates the original condition to include the latest British Standard guidance (revision to BS4142 guidelines - 2014). However, it also widens the scope of the original condition that referred to "all fixed plant and machinery associated with the development" to include "all industrial and commercial type activities associated with the development".
34. The submitted Noise Assessment Update considers the latest 2014 version of BS4142 and concludes that there would be no change in predicted impacts. It is therefore considered that it would not be appropriate to increase the scope of the condition set out by the Secretary of State, although it would be appropriate to update the condition to refer to the latest version of BS4142. It is therefore recommended that Condition 20 is amended accordingly.

AIR QUALITY AND HEALTH ISSUES

35. Paragraph 109 of the NPPF states that the planning system should prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution. Paragraph 124 states that "*Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan*".
36. National Planning Practice Guidance, paragraph 32-005 states that "*Whether or not air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to generate air quality impact in an area where air quality is known to be poor. They could also arise where the development is*

likely to adversely impact upon the implementation of air quality strategies and action plans and/or lead to a breach of EU legislation (including that applicable to wildlife).” “Considerations could include whether the development would...introduce new point sources of pollution. This could include...biomass fuelled CHP plant...within or close to an air quality management area.”

37. Policy L5 of the Trafford Core Strategy states that *“Development that has the potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place”* and that *“Within the Borough’s Air Quality Management Zones, developers will be required to adopt measures identified in the Greater Manchester Air Quality Action Plan to ensure that their development would not have an adverse impact on air quality.”*
38. The Council has declared an Air Quality Management Area (AQMA) where modelled nitrogen dioxide is likely to exceed 35 ug/cubic metre. Greater Manchester has undertaken two previous county-wide modelling studies and the results were used to define this air quality management area. The air quality management is mostly restricted to areas around busy roads and motorways. Where an air quality management area exists, the development of a local Air Quality Action Plan to improve air quality is a statutory requirement. A joint Air Quality Action Plan exists for all the Greater Manchester authorities. Any new development, which has the potential to increase nitrogen dioxide levels within the Council’s air quality management area, such as industrial processes or involving a change in road traffic levels, will require an assessment of impact on air quality. The proposed plant is located directly adjacent to the Council’s air quality management area. The Air Quality Action Plan states that *“By ensuring that air quality is considered in the planning process, the air quality impacts of proposed developments will be assessed and, where appropriate, schemes can be re-designed or mitigation measures can be implemented.”*
39. At the time of the appeal decision in respect of the previous application, 76153/FULL/2010, the Secretary of State agreed with the Inspector’s conclusions in respect of air quality. The Inspector assessed the impacts in detail, including in terms of nitrogen dioxide and other pollutants. With respect to nitrogen dioxide, he concluded at paragraph IR509 that *“the process contribution is 1.7% of the Air Quality Standard (AQS) at the worst affected residential receptor in the Air Quality Management Area (AQMA). This is only slightly above the “insignificance” level and so could not reasonably be considered significant taking likely modelling uncertainties into account.”* In overall terms, the Inspector concluded in paragraph 582 of his report that, whilst public concern regarding air quality impacts was a material consideration, *“it is not supported by substantive evidence of actual harm to health arising from the proposal.”*
40. The Secretary of State agreed with the Inspector that a fundamental consideration was that the proposal was the subject of an Environmental Permit issued by the Environment Agency (EA) and accompanied by a Permit

decision document which set out the reasons for the EA's decision in detail. If permission is granted for the variations that are currently proposed, the Environmental Permit will need to be varied. However, the EA has raised no objections to the current planning application. The Secretary of State and the Inspector also commented that Planning Policy Statement 10: Sustainable Waste Management (PSS10) was clear that the consideration of planning applications should proceed on the assumption that the relevant pollution control regime will be applied and enforced. Whilst PPS10 has now been replaced by the National Planning Policy for Waste (NPPW), this same wording is repeated in paragraph 7 of the NPPW.

41. Since the original planning application was assessed, new national air quality guidance for development control in England has been published by the Institute of Air Quality Management (IAQM). The IAQM 2015 guidance has no formal or legal status but provides a framework for assessing the effect of changes in exposure of members of the public resulting from residential, commercial and industrial developments. The IAQM guidance sets a lower threshold for % changes in pollutant levels than the Environmental Protection UK (2010) guidance for situations described as substantial adverse and moderate adverse air quality impacts. Where pollutant changes are less than 0.5% of the air quality objective they are described as negligible. The applicant's air quality assessment utilises this guidance and impact descriptors for sensitive receptors.
42. The applicant's submitted ES Update – Air Quality assesses the impact of the proposed changes to the building layout and emissions data for the BREP development and concludes that the change from the consented scheme is 'negligible'. Applying the recent IAQM guidance, the ES Update concludes that the significance of effect for a small number of residential receptors within the Air Quality Management Area (AQMA) is deemed to be 'moderate to slight adverse'. The ES Update states that, applying this new guidance to the original application, the same conclusion would have been made. As such, the applicant's assessment concludes that the proposals do not change the overall significance of the effect of the BREP development on local air quality. For the avoidance of doubt, the applicant has also confirmed that the proposed “just in time” delivery system will not result in increased emissions from the plant compared to that assessed within the air quality assessment.
43. The Council's Pollution and Licensing Section has confirmed that the proposed scheme will have a slightly lower level of emissions than the consented scheme. If there were no changes to the building, this would result in lower predicted impact for the proposals over the consented scheme. Due to the current application changing the building layout and the availability of updated weather data, an updated dispersion modelling has been provided.
44. The applicant's air quality assessment confirms that for all pollutants, impact change on existing baseline conditions can be described as “negligible” with the exception of annual mean nitrogen dioxide levels and the Pollution and Licensing Section agree with this conclusion. A detailed assessment has been

carried out in relation to nitrogen dioxide levels by the applicant, which has included an analysis of: -

- The consented scheme against the existing baseline;
- The proposed scheme against the existing baseline (without the consented scheme);
- The proposed scheme against the consented scheme.

This assessment has been reviewed by air quality consultants on behalf of the Council with reference to Table 6.3 in the IAQM guidelines. The table classifies percentage changes in concentration of pollutants relative to the air quality assessment level as either negligible, slight, moderate or substantial.

45. Analysis of the consented scheme against the existing baseline in relation to nitrogen dioxide levels

The impact of the consented scheme has been re-assessed using the IAQM air quality guidance. The assessment by the applicant states that the impact of the consented scheme against existing nitrogen dioxide levels would be described as negligible to moderate adverse at sensitive receptors. The review and assessment undertaken by the Council's Pollution and Licensing Section has confirmed that, at certain sensitive receptor locations close to the M60, the impact of the consented scheme on nitrogen dioxide levels would be described as moderate adverse or slight to moderate adverse. In one area, approximately 1 square kilometre around Junction 11 of the M60 and the A57 corridor in Salford, the consented development would be described as having a substantial adverse impact. This is because background Nitrogen Dioxide levels are already high in this area.

The proposed scheme against the existing baseline in relation to nitrogen dioxide levels

The assessment by the applicant states that the impact of the proposed scheme against existing nitrogen dioxide levels would be described as negligible to moderate adverse at sensitive receptors (the same conclusion as in relation to the consented scheme). The review and assessment undertaken by the Council's Pollution and Licensing Section has confirmed that, at certain sensitive receptor locations close to the M60, the impact of the proposed scheme on nitrogen dioxide levels would be described as moderate adverse or slight to moderate adverse. In one area, approximately 1 square kilometre around Junction 11 of the M60 and the A57 corridor in Salford, the proposed development would be described as having a substantial adverse impact. This is because background Nitrogen Dioxide levels are already high in this area and the changes to the building layout will slightly affect the plume dispersion from the chimney. The Pollution and Licensing Section therefore consider that the impacts should be categorised in the same way as in the consented scheme.

The proposed scheme against the consented scheme in relation to nitrogen dioxide levels

The percentage change in concentrations relative to the air quality assessment level fall within the same categories in relation to both the consented scheme and the proposed scheme. The proposed development would have a negligible additional impact on air quality at sensitive receptors when compared against the consented scheme (less than 0.5% increase in annual mean concentration as set out in the IAQM guidelines) and this would not result in a change in any of the categories.

46. Conclusion

In conclusion, the Council's Pollution and Licensing Section consider that the proposed development would have a negligible additional impact on air quality at sensitive receptors when compared against the consented scheme (less than 0.5% increase in annual mean concentration as set out in the IAQM guidelines). In the proposed scheme, there would be slight to moderate adverse impacts at certain receptor locations and a substantial adverse impact in one area. In the consented scheme, there would be slight to moderate adverse impacts in certain locations and a substantial adverse impact in one area. The difference between the impacts of the two schemes at the sensitive receptors is negligible (less than 0.5% increase in annual mean concentration as set out in the IAQM guidelines) and the Council's Pollution and Licensing Section therefore raises no objections to the proposed scheme.

47. As the difference in impacts would be negligible, it is also considered that no amendments to the scheme or further mitigation measures would be required and that the proposed development would comply with the Greater Manchester Air Quality Action Plan.

48. As noted earlier in the report, the scope of the application does not allow a complete re-consideration of the original proposal and the relevant considerations in this application relate only to any differences in impact between the proposed scheme and the consented scheme. It is therefore concluded that given that any additional air quality impacts over and above the impacts of the consented scheme would be negligible, this application is considered to be acceptable in terms of air quality, having regard to Policy L5 of the Trafford Core Strategy, the Greater Manchester Air Quality Action Plan and guidance within the NPPF, NPPG and NPPW.

49. Health Effects

Section 7 of the IAQM guidance suggests that, in addition to assessing the impact of the proposals in terms of the change in the concentration of an air pollutant as experienced by a receptor, it will be necessary to consider the effect of this on the health of human receptors.

50. With regards to impact on human health, the applicant has submitted a Human Health Risk Assessment. The assessment concludes that the facility (as amended through the current application) would not have a significant impact on human health and that the change in impact from the consented development is extremely small.
51. Public Health England (PHE) has confirmed that it agrees with the conclusions reached in the submitted Planning Statement and Environmental Statement Update that the predicted emissions from the proposed site do not present a significant impact to human health. PHE has stated that it has no significant concerns regarding risk to health of the local population from the application proposals, providing that the applicant takes all appropriate measures to prevent or control pollution, in accordance with the relevant sector technical guidance or industry best practice. The Council's Public Health Section has also confirmed that it agrees with Public Health England's assessment that the predicted emissions from the proposed site do not present a significant impact to human health in Trafford.
52. On the basis of the applicant's submitted Health Risk Assessment and the consultation responses from Public Health England and the Council's own Public Health Section, it is therefore concluded that any additional effects on health over and above that of the consented scheme would not be significant. It is therefore considered that the proposed variation of conditions would be acceptable in this respect, having regard to Policy L5 of the Trafford Core Strategy and guidance in the NPPF.

VISUAL IMPACT

53. Policy L7 of the Trafford Core Strategy states that development must be appropriate in its context, make best use of opportunities to improve the character and quality of an area and enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.
54. The ES Update - Visual Impact states that the changes to the scheme will result in an amended development form but one which sits entirely within the physical parameters of the approved scheme in terms of height, massing and footprint. The development will be substantially smaller in scale than the approved scheme. Its landscape and visual impact will be reduced in comparison with the approved plan.
55. Changes to design include:
- a. Removal of easternmost fuel storage building.
 - b. Provision of 2 no external fuel unloading bays and associated fuel conveyor
 - c. Reduction in size (height and width) of turbine hall, boiler house and ash handling structure and addition of single storey service building
 - d. Reduction in size (height and width) of flue gas treatment structure

- e. Replacement of hybrid cooling towers with an Air Cooled Condenser (located in the approximate same position within the development site)
- f. Increase in length of exhaust from the emissions stack to the cooling towers/Air Cooled Condenser due to reduction in dimensions of main structures within the site

56. Overall, the size and footprint of the buildings has been reduced with one building at the eastern end of the site removed completely. The proposed chimney stack will remain unchanged from the original design although now further from the buildings, given their proposed reduced floor space. The ES Update concludes that the changes to the scheme will not give rise to any more significant landscape and visual amenity impacts than those identified in the original ES. This is accepted and it is therefore considered that the proposed amended scheme is acceptable in terms of visual amenity, having regard to Policy L7 of the Trafford Core Strategy and guidance in the NPPF.

ECOLOGY

57. Policy R2 of the Trafford Core Strategy states that development proposals should protect and enhance the landscape character, biodiversity, geo-diversity and conservation value of its natural urban and countryside assets, having regard not only to its immediate location but its surroundings, and protect the natural environment through the construction process.

58. The ES Update - Ecology states that, subject to the 24m buffer to the Canal and the implementation of the Ecological Enhancement Plan, no adverse impacts are anticipated with regards to statutory designated sites and habitats.

59. A management plan and method statement for protected species would be prepared and works undertaken by the appointed contractor.

60. In relation to the revised Ecological Enhancement Plan, the Greater Manchester Ecology Unit has confirmed that this is now satisfactory.

61. On this basis, it is considered that the proposed variations to conditions are acceptable in terms of ecological issues and that the proposals would comply with Policy R2 of the Trafford Core Strategy and guidance in the NPPF in this respect.

FLOODING

62. Flood risk mapping has been revised since the time of the original application and as such the risk of inundation at the site has been reviewed. The site is now shown by Environment Agency mapping to be situated within Flood Zone 2 of the Manchester Ship Canal floodplain, indicating that there is a potentially increased risk of flooding from events with an annual exceedance probability (AEP) of between 1% and 0.1% (1 in 1000 year).

63. For planning purposes the proposed changes to the original application are not considered significant with respect to flood risk. The Environment Agency has not raised any new concerns with regards to the potential risk from flooding at the site and, with reference to the National Planning Policy Framework and accompanying Technical Guidance, the proposed development is considered appropriate development in Flood Zone 2. The proposed waste management use would be categorised as a “less vulnerable” use according to the Technical Guidance, and taking this into account and the fact that there is an extant permission and that the current proposal is a variation of conditions in relation to that scheme and will not increase the area of hardstanding or the footprint of the buildings, it is considered that it would not be appropriate to require a sequential test in respect of the current application.

SUSTAINABILITY

64. Paragraph 629 of the Inspector’s report in relation to the original permitted scheme (76153/FULL/2010) states that *“the climate change benefits of the scheme would be greater if Combined Heat and Power (CHP) had been designed as an integral part of the scheme”* although the Inspector did accept that the location offered opportunities for co-locating potential heat customers and suppliers and did not consider that the lack of specific proposals should stand in the way of granting planning permission. The proposed amended scheme now includes specific details of CHP and would support potential future heat distribution via a District Heat Network. It is therefore considered that the amended scheme would provide greater sustainability benefits and would comply more fully with Policy 8 of the Greater Manchester Joint Waste Plan, which states that *“Applications for waste management facilities that have the potential to utilise...energy from waste fired technologies will be required to provide combined heat and power unless it can be demonstrated that this would prevent the development of waste management facilities that have the potential to deliver important waste infrastructure”*.

DEVELOPER CONTRIBUTIONS

65. A Section 106 legal agreement was entered into in relation to the previous application to secure a financial contribution of £16,740 towards the provision of green infrastructure, a financial contribution of £4,257 towards highways and active travel and a financial contribution of £7,310 towards public transport provision. As the grant of planning permission under Section 73 of the Town and Country Planning Act 1990 results in the creation of a new planning permission, a supplemental agreement will need to be entered into in order to ensure that these obligations relate to this new grant of permission.

CONCLUSIONS / SUMMARY

66. Planning Practice Guidance states that *‘In deciding an application under section 73, the local planning authority must only consider the disputed condition/s that are the subject of the application - it is not a complete re-consideration of the application.’*

67. As set out previously in the report, the issue of whether the development of a renewable energy plant in this location is acceptable in principle is not a material consideration in the determination of the Section 73 application. Moreover, any aspect of the development's design or operation which remains unchanged is similarly deemed to be acceptable and not a matter which should be reconsidered as part of the application's determination and the relevant considerations in this application relate only to any differences in impact between the proposed scheme and the extant permission.

68. The proposed variation of conditions 2, 7, 11, 17 and 19 of the original consent will allow changes to the approved design, layout and access of the renewable energy plant. The height and footprint of the structures would be reduced and it is considered that there would be no significant additional adverse impacts in terms of air quality (any additional impact would be negligible) and no significant additional health effects. There would also be no significant additional adverse impacts in terms of noise, highway issues, visual amenity, ecology or flood risk. Furthermore, the amended scheme would provide greater sustainability benefits through the inclusion of CHP. It is therefore considered that the proposed scheme and amended conditions would be acceptable in terms of policies in the National Planning Policy Framework, National Planning Policy for Waste, Policies L4, L5, L6, L7, L8 and R2 of the Trafford Core Strategy and Policies L8 and L10 of the Greater Manchester Joint Waste Plan.

69. The wording of conditions is reproduced in the recommendation section with the revised conditions in **bold** for clarity.

RECOMMENDATION:

MINDED TO GRANT SUBJECT TO A LEGAL AGREEMENT and subject to the following conditions:

- (A) That the application will propose a satisfactory form of development for the site upon completion of a supplemental agreement to the legal agreement associated with planning permission 76153/FULL/2010 to secure a financial contribution of £16,740 towards the provision of green infrastructure, a financial contribution of £4,257 towards highways and active travel and a financial contribution of £7,310 towards public transport provision.
- (B) In the circumstances where the S106 Agreement has not been completed within three months of this resolution, the final determination of the application shall be delegated to the Head of Planning Services; and
- (C) That upon satisfactory completion of the above legal agreement, planning permission be **GRANTED** subject to the following conditions: -
 - 1) The development hereby permitted shall be begun not later than 15th May 2017.

- 2) Unless otherwise controlled by conditions attached to this permission or as agreed in writing by the Local Planning Authority, the development hereby approved shall be carried out in accordance with the following plans:

Site Location Plan	L(00)10 Rev C
Proposed Site Plan	1840-003 R3
Ground Floor/site plan	1840-005 R3
Elevations	1840-010 R1
Sections	1840-008 R3
Full WGIS and Biomass Access/Egress constructed	M15056-A-002 Rev A
Part WGIS and Biomass Access/Egress constructed	M15056-A-001
Biomass visibility and safety fence arrangement	M15056-A-004
Internal swept paths plan reference	M15056-A-003

Details Required prior to the Commencement of development

- 3) Prior to the commencement of development, samples of all materials to be used on the exterior of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
- 4) Prior to the commencement of development, a soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of vegetation to be retained and its means of protection during construction, earthwork materials, proposed finished levels or contours, proposed plant species, plant mixes and location, planting density and sizes, timescales for implementation and provision for long term maintenance and management. The soft landscaping scheme shall thereafter be implemented in accordance with the approved scheme. If within a period of five years from the date of any tree planted that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
- 5) Prior to development commencing, full details of hard landscaping works shall be submitted to and approved by the Local Planning Authority and the works shall be carried out in accordance with the approved plans. The details shall include proposed finished levels or contours; means of enclosure (i.e. perimeter and security fencing); security and operational lighting; hard surfacing materials and a programme for implementation and maintenance.
- 6) Prior to the commencement of development, a scheme to deal with contamination of the site shall be submitted to and approved in writing by the local planning authority. The scheme shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk to the environment when the site is developed.

Development shall not commence until the measures approved in the scheme have been implemented.

- 7) **Prior to commencement of development, full design and construction details of the required highway works shown in outline on TTHC drawing no. M15056-A-004 shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**
- 8) Prior to the commencement of development, full details of site foul and surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented in full.
- 9) No development shall take place, other than the carrying out of site clearance and preparatory works, until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
 - i. A phased programme and methodology of site investigation and recording to include:
 - Geoarchaeological evaluation, which shall then inform the need for;
 - Palaeoenvironmental assessment and analysis
 - A comprehensive archaeological watching brief, which shall then inform the need for;
 - Targeted evaluation trenching and/ or open excavation.
 - ii. A programme for post investigation assessment to include:
 - Analysis of the site investigation records and finds
 - Production of a final report on the significance of the archaeological interest represented.
 - iii. Provision for publication and dissemination of the analysis and report on the site investigation.
 - iv. Provision for archive deposition of the report, finds and records of the site investigation.
 - v. Nomination of a competent person or persons/organization to undertake the works set out within the approved WSI.

The development shall be carried out in full accordance with the agreed provisions of the WSI.
- 10) No development shall commence until a Construction Environmental Management Plan (CEMP), detailing control measures in relation to noise, dust and waste during the construction phase has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall also

include measures to protect the water environment and include measures to control and manage silt-laden runoff and mud deposition on local roads. The CEMP as approved shall be operated during the construction phase.

Details required prior to first operation

- 11) **Prior to first occupation of the development, a Noise Management Scheme setting out all mitigation measures to be implemented during the operational phase of the development to meet the noise criteria set out in the Noise and Vibration Section (Chapter 7) of the Environmental Statement (Volume 1) and the Noise and Vibration Section of Chapter 5 of the Environmental Statement Update (August 2015) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter operated in accordance with the approved Noise Management Scheme.**
- 12) Prior to first operation of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented within 6 months of occupation of any part of the development hereby approved.
- 13) Prior to first operation of the development, a Crime and Risk Prevention Plan (CRPP) shall be submitted and approved in writing by the Local Planning Authority. The plan should include:
 - an assessment of the risk, and any necessary mitigating measures, to contain the effects of a
 - fire in the fuel stores;
 - perimeter security, security to individual buildings (including details of a security lodge) and
 - plant; and
 - an ongoing-security management plan for the site (to include site access controls, lighting,
 - CCTV and manned security provision).

The approved CRPP shall be implemented in full and subsequently retained.
- 14) Prior to first operation of the development, details of external lighting (including security lighting) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Details required prior to decommissioning

- 15) Prior to decommissioning, a Decommissioning Method Statement (DMS) shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include details concerning the required decommissioning works including the dismantling and removal of the

biomass plant and associated structures and restoration of the site upon cessation of operations. It shall also provide consideration of impacts identified within the Environmental Statement and guidance on how the above will address any identified impacts. The applicant shall decommission and restore the site in accordance with the approved DMS in accordance with a programme to be agreed with the Local Planning Authority.

Other Conditions

- 16) No construction (and demolition) works shall be permitted outside the following hours:

Monday to Friday 08.00 to 18.00

Saturdays 08.00 to 13.00

Access and egress for delivery vehicles during the construction phase shall be restricted to the working hours indicated above. Construction work or delivery vehicles shall not be permitted on Sundays or Bank or Public Holidays.

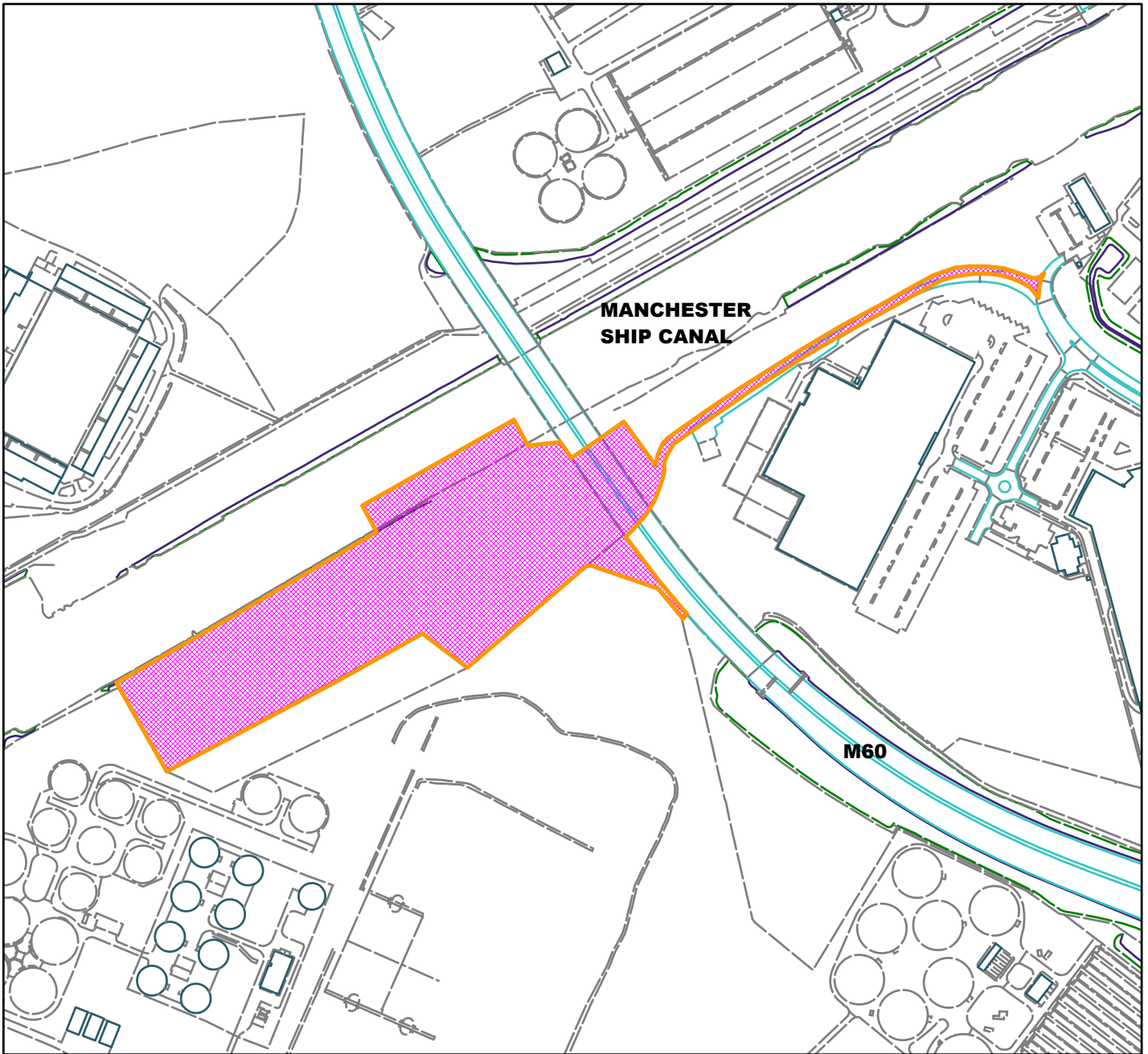
- 17) **No part of the development shall be brought into its intended use unless and until the highway improvements as shown in outline on TTHC drawing no. M15056-A-004, and agreed in detail in accordance with the condition no. 7 above, have been implemented in accordance with the agreed plans.**
- 18) Development shall be carried out in accordance with the mitigation measures proposed by the Flood Risk Assessment (Ref. JL30072fin_rep_FRA) dated 12 Oct 2010.
- 19) **The ecological mitigation measures, including the Ecological Enhancement Plan reference DWG NO. 410.03189.000001.DWG.2 – REV D.dwg, shall be implemented in full as set out within Chapter 10 of the Environmental Statement, the Ecology Section of Chapter 5 of the Environmental Statement Update and Appendix 5: Preliminary Ecological Appraisal of the Environmental Statement Update. Details, setting out the long term ecological maintenance and management of the site including the retained vegetation strip along the Manchester Ship Canal, shall be submitted to and be approved in writing by the Local Planning Authority prior to the carrying out of the mitigation measures set out in the Environmental Statement.**
- 20) **The rating level (LAeq,T) when assessed in accordance with BS 4142:2014 “Methods for rating and assessing industrial and commercial sound”, from all fixed plant and machinery associated with the development, when operating simultaneously, shall not exceed the background noise level (LA90,T) by more than -5 dB during the night time period (any 15 minute period between 23:00 to**

07:00) and by +5 dB during the day time (any 1 hour period 07:00 to 23:00) when measured at the boundary of the nearest noise sensitive premises.

SD



Land to the S of Manchester Ship Canal & W of Barton Bridge (site hatched on plan)



Scale: 1:5,000M

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 11/02/2016
Date	28/01/2016
MSA Number	100023172 (2012)

WARD: Davyhulme East

86550/VAR/15

DEPARTURE: No

Application to vary condition 2 (approved plans) to allow an additional 17 rooms and alter the access and condition 8 (provision of car parking spaces) to allow 56 spaces rather than 95 from planning permission 82046/FUL/2013 (Erection of a six storey, 203 bedroom hotel with associated car parking and landscaping and access from Mercury Way.)

Former Kratos Site, Barton Dock Road, Trafford Park,

APPLICANT: Peel Holdings (Leisure) Limited

AGENT: RPS Planning and Development Ltd

RECOMMENDATION: GRANT

SITE

The application relates to a roughly square brownfield site approximately 0.72 ha in area on the western side of Trafford Park near to the Trafford Centre. The application site is in the south-western corner of a larger vacant former industrial site, approximately 3.8 hectares in size. The land has been cleared of buildings (previously there were industrial buildings on the site). Access into the site is currently via Mercury Way on the north-western side of the site.

The site is on the north-eastern side of Barton Dock Road between Park Way (A5081) to the east and Mercury Way to the west. The south eastern boundary adjoins cleared vacant land beyond which is vegetation, then a slip road and Park Way. To the north west on the opposite side of Mercury Way is the Event City Exhibition Centre and further along Mercury Way is a large warehouse (Regatta). To the north east there are smaller industrial units with access from Cobalt Avenue.

PROPOSAL

The application is to vary condition 2 (approved plans) of planning permission 82046/FUL/2013 (Erection of a six storey, 203 bedroom hotel with associated car parking and landscaping and access from Mercury Way.)

The previously approved scheme under planning ref. 82046/FUL/2013 was for a 6 storey, 203 bed hotel building positioned on the corner of Barton Dock Road and Mercury Way in an L-shaped layout. The maximum height of the building was 23.5 metres and access to the site was proposed from Mercury Way. The main parking

areas (108 car parking spaces) were to the rear of the hotel building with an additional 95 'overspill' spaces to be marked out on an area to the north of the site.

The main changes proposed are as a result of changes to the proposed operator (now Holiday Inn Express, previously Hampton by Hilton) and are as follows:-

- 17 additional bedrooms resulting in an increase in overall height of the building of 1.02m
- External alterations to allow for extra window openings and a change to external materials
- Reduction in number of overspill spaces from 95 to 56 and re-location of the overspill parking area from the north of the hotel site to the east.
- Increase in on-site parking provision from 108 spaces to 113 spaces.
- Revised vehicular and pedestrian access from Mercury Way
- Amendments to tree planting

Value Added: - An amended site layout plan was submitted at the request of Officers to relocate the cycle parking to a better overlooked and more secure location and to add additional trees to the Barton Dock Road frontage to improve visual amenity.

The total gross internal floorspace of the proposed development would be 7420 m2 (the previously approved scheme had a GIFA of 7500 m2.)

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

SL4 – Trafford Centre Rectangle
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 - Design
L8 – Planning Obligations
W1 – Economy
W2 – Town Centres and Retail
R3 – Green Infrastructure
R6 – Culture and Tourism

PROPOSALS MAP NOTATION

Trafford Centre and its Vicinity
The Village Business Park and Centre
Special Health and Safety Development Control Sub Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

TCA1 – The Trafford Centre and its Vicinity
TP6 – Village Business Park and Centre
D5 – Special Health and Safety Development Control Sub-areas
S11 – Development outside Established Centres

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

82046/FULL/2013 - Erection of a six storey, 203 bedroom hotel with associated car parking and landscaping and access from Mercury Way – Approved July 2014

80470/O/2013 – Outline application for redevelopment of site to provide up to 27,870 sq. m (internal) offices (B1), a 150 bed hotel (C1) and decked car parking, together with associated highway access and landscaping. Details of access applied for with all other matters reserved (appearance, landscaping, layout and scale) – Minded to Grant Subject to a Section 106 agreement 2013

H/OUT/70189 - Outline planning application for demolition of existing buildings and erection of two office buildings (maximum 27,870 square metres) falling within Class B1 together with associated car parking and ancillary structures. Consent sought for creation of access from Mercury Way with all other matters reserved - Approved 2009

H/OUT/66496 - Outline planning application for demolition of existing buildings and erection of a new 10,000 square metre office building (use Class B1) with consent sought for details of access and all other matters reserved - Approved 2008

APPLICANT'S SUBMISSION

The applicant has submitted a Supporting Statement, Design and Access Statement Addendum and Transport Statement in relation to the application. This will be referred to as necessary within the Observations section of this report.

CONSULTATIONS

LHA - No objection in principle. Comments incorporated into the Observations Section of the report.

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

Pollution & Licensing – The site is situated on brownfield land and as such a condition requiring a contaminated land Phase I report to assess actual/potential contamination risks and a Phase II report as necessary is recommended.

Confirm that the current proposal would not have any bearing on the conclusion of the Air Quality Assessment report submitted in support of the original application and therefore no objection subject to mitigation of dust emissions during the construction phase of the development through a scheme of dust control measures as proposed in the report.

Also recommend a condition requiring an acoustic assessment in relation to the amenity of future occupiers of the development.

Lead Local Flood Authority - It will be necessary to constrain the peak discharge of storm water from this development in accordance with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment. No development shall be commenced unless and until full details of the proposals to meet the requirements of the Guidance have been submitted to and approved by the Local Planning Authority and none of the development shall be brought into use until such details as approved are implemented in full. Such works shall be retained and maintained thereafter. As built details of any SUDs facility shall be forwarded by the developer to the LLFA for inclusion in the Flood Risk Asset Register. Details of how and who will be responsible for the long term whole life maintenance / replacement of the proposed SUDs facility must be provided.

TfGM (Transport for Greater Manchester) – TfGM are currently promoting the Metrolink Trafford Park Line. During this process TfGM have maintained a dialogue with the applicant regarding the entire former Kratos site and continue to do so. TfGM do not object to this application to vary conditions subject to the following comments.

The Transport and Works Act Order application, which has been subject to a Public Inquiry and is now being considered by the Secretary of State for Transport, identifies the areas of land which forms part of the Limits of Deviation/ limits of land to be acquired or limits of land to be used. This means that should the order be made, it will also give TfGM the powers to acquire this land on either a permanent or temporary basis. It is for this reason, and to minimise disruption following the construction and potential operation of the hotel that TfGM request that this area of land, which is included in the variation of condition 2, is developed with a temporary finish.

In addition to the above, it is also the case that the development of the Metrolink Trafford Park Line to date has been based on a preliminary design and therefore there is a requirement for TfGM to progress detail design prior to the commencement of construction works. As a result TfGM have some concerns regarding the interface of the Metrolink detail design and the applicants detail to the designated drop off area. TfGM would like to continue working with the applicant and any future contractors working to construct the hotel, as well as minimise disruption to the hotel and road users in the future, therefore, TfGM propose the following condition be attached should the variation application be approved in addition to the condition attached to the original application regarding the landscaping proposals along the south-western edge of the application site to be as shown unless otherwise agreed by the LPA and TfGM.

Proposed condition: *Unless otherwise agreed with the Local Planning Authority, and in consultation with TfGM, no development shall take place until the applicant has demonstrated, following the date of this approval, that they have liaised with TfGM to ensure the applicants details surrounding the proposed hotel frontage onto Mercury Way have considered the latest Metrolink Trafford Park Line detailed designs for the vicinity of the drop off area.*

Greater Manchester Police (Design for Security) – No comments received at the time of writing. Any comments will be included in the Additional Information Report.

Environment Agency – No comments received at the time of writing. Any comments will be included in the Additional Information Report.

United Utilities – No comments received at the time of writing. Any comments will be included in the Additional Information Report.

Electricity North West – Comment the application could have an impact on their infrastructure. Applicant's agent has been informed of comments.

REPRESENTATIONS

None

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The site lies within the Trafford Centre Rectangle (TCR) Strategic Location as defined in Policy SL4 of the Core Strategy. This policy seeks the major mixed-use development of this area including, amongst other things, commercial and leisure facilities; the delivery of 15 hectares of employment activity, a proportion of which is suitable for high quality commercial (B1) development, in line with Policy W1; and a high quality (4* minimum) hotel and conference facility in the region of 200 bed spaces located close to Junction 9 of the M60.
2. Proposals for a hotel at TCR in addition to the outstanding permission for a 4* hotel at Junction 9 of the M60 (Planning Application Ref: 80868/RENEWAL/2013) should be dealt with in relation to Core Strategy Policy W2.12 i.e. considered against the national tests in NPPF paras 24 to 27.
3. In relation to the sequential and impact tests as set out in NPPF the applicant has previously demonstrated as part of the approved application (82046/FUL/2013) that there are no other suitable sites within existing town centres that would be capable of meeting the same requirements as the application site. In addition to this it was accepted that as the need for the proposal is limited to the TCR there would be a limited impact on any town centre. It is therefore necessary to consider the impact of the additional 17 rooms in addition to the 203 rooms already approved. Taking into account that there have been no significant policy changes since the previous application was approved, and that there have been no significant developments within the TCR since this time which would alter the original conclusion it is considered that the proposal is acceptable.
4. It is therefore concluded that this application is consistent with the specific designation in Core Strategy Policy SL4.2. It is considered that the proposal is also acceptable in terms of the sequential and impact tests and is therefore consistent with Policy W2 of the Adopted Core Strategy.

APPEARANCE, LAYOUT AND DESIGN

5. The application proposes 17 additional bedrooms compared with the previous approval (82046/FULL/2013) resulting in a total of 220 rooms at the hotel. Due to the bedroom sizes becoming slightly smaller the footprint of the building would actually reduce slightly overall – the Mercury Way wing would be 1m shorter but the Barton Dock Road wing would be 0.3m longer as a result of the relocation of the goods lift. The height of the building would increase by 1.02m (from 23.5 metres to 24.52 metres to the top of the plant roof). Additional changes to the design are extra window openings and a change to external materials from heavyweight pre-cast concrete façade/wall panels to a lightweight rain-screen cladding system. The

previous blue company colours of Hampton by Hilton would be replaced by light grey materials in keeping with the Holiday Inn Express branding.

6. It is considered that due to the location and nature of the development the additional height can be accommodated without undue detriment to the visual amenity of the area and it is not considered that there are any residential properties in the vicinity that would be materially affected by the changes. The additional window openings and the changes to the proposed materials are not considered to impact on the acceptability of the scheme and are driven by the requirements of the new hotel operator.
7. Amendments have been made to the previously approved soft landscaping layout, particularly with regard to tree planting, the majority of which is now along the boundaries of the permanent car park at the site. However following concerns raised about the lack of tree planting along the Barton Dock Road frontage a revised landscaping layout has been submitted to provide an additional 4 trees along this frontage in addition to a line of hedging proposed. This would result in a total of 29 trees being planted at the site.

HIGHWAY ISSUES

8. The highways issues in relation to the application are the reduction in number of overspill spaces from 95 to 56 and re-location of the overspill parking area from the north of the hotel site to the east. An increase in on-site parking provision from 108 spaces to 113 spaces and a revised vehicular and pedestrian access from Mercury Way.
9. The new estate road is now proposed to serve the whole of the former Kratos site from Mercury Way rather than just the hotel site. A ghost island priority junction would be created at the junction of the estate road with Mercury Way. This estate road would terminate with a 'stub' until other parts of the former Kratos site come forward for development. No objection has been raised by the LHA to the alteration to the access to form a new private road from which the hotel site would be accessed as this arrangement is considered acceptable. In addition, the increase in the number of bedrooms is not considered to have a material impact on the highway network. The new site access would require the use of a small roughly triangular area of land outside the site edged red at the junction with Mercury Way but as this land is within the applicants ownership and is within the site edged blue it is considered that this can be dealt with via a Grampian condition. The red edge cannot simply be amended as it must match the site edged red on the original application as this is a variation application.
10. In order to meet the Council's Parking Standards the provision of one parking space per bedroom would be required. With the additional 17 bedrooms, this equates to 220 car parking spaces.

11. The previous car parking provisions approved under planning permission 82046/FULL/2013 allowed for 108 parking spaces with an additional 96 provided in an overflow car park to the north of the hotel site. The current application relocates the overflow car park to an area to the east of the hotel site and reduces the number of spaces in it from 96 to 56. Car parking provision in the current application comprises 113 spaces in the main car park (an increase of 5 spaces compared with the original application and including 10 disabled spaces) and 56 spaces in the overflow car park, totalling 169 spaces. This figure falls short of the standards by 51 spaces. The Hotel Operator has specified a parking provision ratio of 1 space per 2 bedrooms, which is a ratio that is successfully accommodating the existing customer demand at the Operator's existing comparable hotels. The current proposals for this site create a ratio of 0.8 parking spaces per room (or 1.5 spaces per 2 rooms), which is above the Hotel Operators typical parking requirements.
12. Within the Transport Statement provided for this application, reference to the use of the Event City exhibitor's car park for guests of the proposed hotel is made. The exhibitor's car park can accommodate 150 cars or 65 lorry/coaches. The Event City Managing Director has suggested that the vast majority of exhibitors and event organisers would utilise this exhibitor car park when staying at the proposed hotel. It was also confirmed that the car park would be available to guests of the hotel to use on non-event days as required.
13. It is understood that a Metrolink line will in future be located in close proximity to the site, however this is not likely to be installed and operational prior to the opening of the hotel. Once the Metrolink line is open, the temporary over-flow car park is to be removed.
14. Given the above justifications for the short fall in parking provision from the maximum requirements taken from SPD3 the LHA are content with the variation of condition 2 of 82046/FULL/2013
15. The level of motorcycle parking and cycle parking is acceptable and the proposed visitor cycle parking has been re-located closer to the building to a better overlooked and more secure and accessible location as requested by the LHA and therefore the proposals are considered acceptable.

METROLINK

16. As set out under the 'Consultations' section above TfGM have commented that they have no objection to the proposals subject to the applicant continuing dialogue with them to ensure that the proposals do not prejudice the Metrolink Trafford Park Line which is currently the subject of a Transport and Works Act Order (TWAO) application, which has been subject to a Public Inquiry and is now being considered by the Secretary of State for Transport.

17. Consequently it is recommended that the condition requested by TfGM in their consultation response to this application is attached in addition to the condition attached to the original application regarding the landscaping proposals along the south-western edge of the application site to be as shown unless otherwise agreed by the LPA and TfGM.

DEVELOPER CONTRIBUTIONS

18. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of hotel development, consequently the development will be liable to a CIL charge rate of £10 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

19. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need for tree planting as shown on the submitted site layout plan which indicates a total of 29 trees in addition to shrub and hedge planting.

RECOMMENDATION: GRANT subject to the following conditions

1. Time Limit (to be implemented by 10.07.2017)
2. Compliance with plans
3. Materials samples
4. Landscaping
5. Landscape Maintenance
6. Provision of access (pre-commencement), parking, turning and servicing areas (pre-occupation)
7. Retention of access, parking, turning and servicing areas
8. The hotel hereby permitted shall not be open to the public unless or until an additional 56 car parking spaces have been provided and marked out in accordance with the details shown on drawing ref. A1002D with additional details to be submitted for approval prior to commencement of development in relation to the surfacing materials proposed. These spaces, in combination with those within the red edged site, shall be retained until the Metrolink line to the Trafford Centre becomes operational.
9. The landscaping proposals along the south-western edge of the application site shall be carried out in accordance with the details shown on Site Layout plan (ref. A1002D) unless otherwise agreed in writing by the Local Planning Authority in conjunction with TfGM.
10. Unless otherwise agreed with the Local Planning Authority, and in consultation with TfGM, no development shall take place until the applicant has demonstrated, following the date of this approval, that they have liaised with TfGM to ensure the application details surrounding the proposed hotel frontage onto Mercury Way have

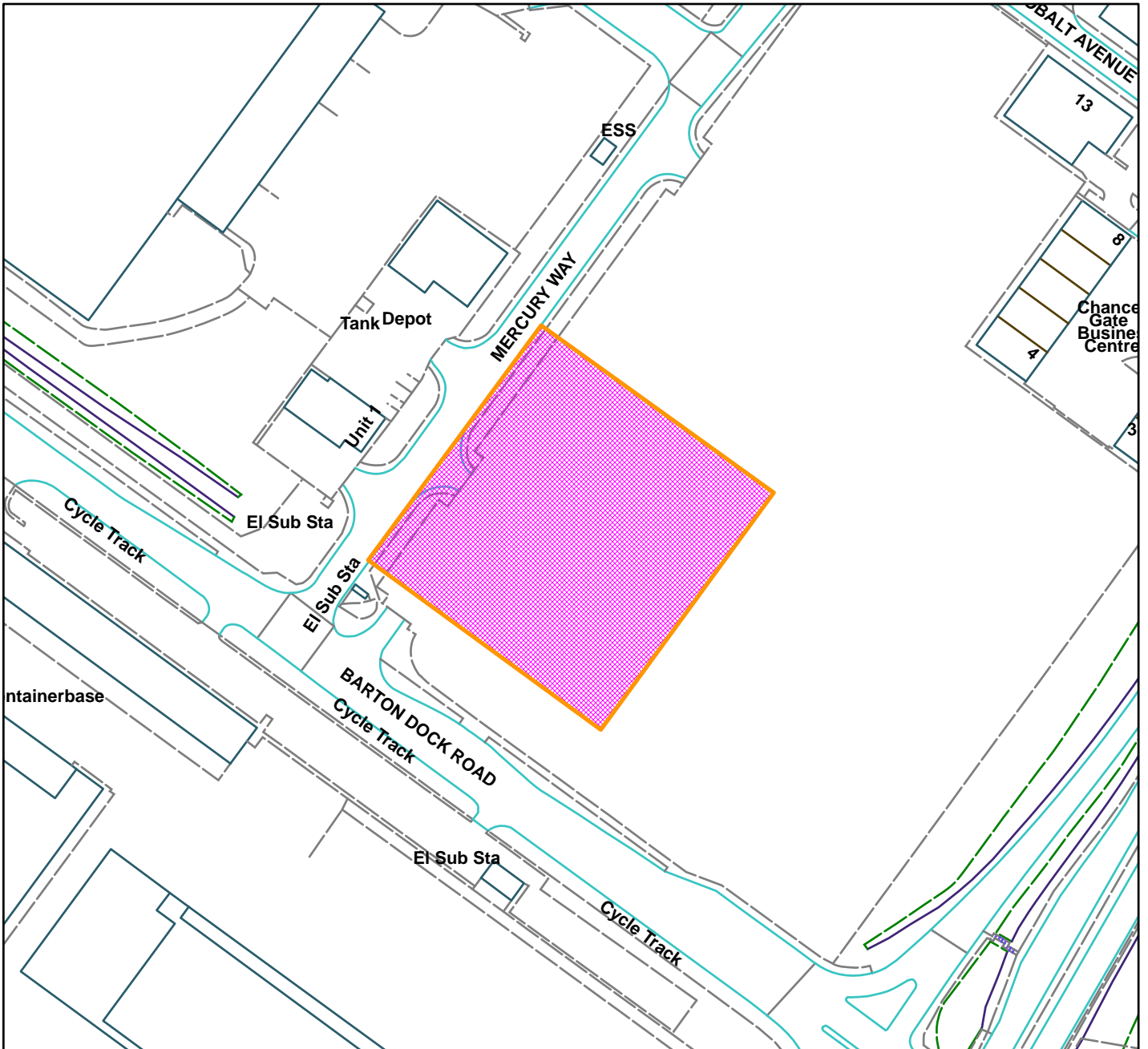
considered the latest Metrolink Trafford Park Line detailed designs for the vicinity of the drop off area.

11. Travel Plan prior to first occupation
12. Provision of cycle parking
13. Contaminated Land
14. Development to include the mitigation measures set out in the Flood Risk Assessment submitted in support of 82046/FUL/2013
15. Drainage scheme to be submitted and approved (and to meet Strategic Flood Risk Assessment objectives with regards surface water run-off)
16. Site to be drained on a separate system
17. Development to be carried out in accordance with the Air Quality Assessment submitted in support of 82046/FUL/2013
18. Acoustic Assessment to be submitted and approved
19. Wheel washing

JJ



Former Kratos Site, Barton Dock Road, Trafford Park



Scale: 1:1,750

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Organisation	Trafford Council
Department	Planning Service
Comments	11th February 2016
Date	28/01/2016
MSA Number	100023172 (2012)

WARD: Longford

86759/FUL/15

DEPARTURE: No

External alterations to the existing Grove House building, the erection of a nine storey extension to contain 25no. x one bedroom and 1no. x 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

Grove House, Skerton Road, Old Trafford, M16 0WJ

APPLICANT: Pinnacle Manchester LTD

AGENT: Roman Summer Associates Ltd

RECOMMENDATION: GRANT

SITE

The application site comprises of a nine storey former office building (circa 1970's) located at the corner of Skerton Road and Tennis Street. The existing building is currently being converted into 72no. residential apartments, following the granting of a prior approval consent ref: 83205/PAC/2014. The site is adjacent to Trafford Bar local centre and to the north of the site lies the blank side elevation of Aldi supermarket.

The site area is 0.33 ha and the building is surrounded by car parking to the frontage with Skerton Road and to the side adjacent to Tennis Street. A ramped vehicular access from Skerton Road leading to a two floor decked car park is situated to the rear of the building. The site is bounded by 2m high railings to Skerton Road and Tennis Street. There are two existing vehicular entrances, one from Skerton Road and another from Tennis Street.

Grove House is immediately opposite CSM (UK) Ltd, a large industrial site providing bakery and confectionary supplies. The CSM site comprises of a main industrial unit with six tanks clearly visible from the site. Part of the site to the north of the tanks includes vacant buildings. A three storey building also faces the application site, which appears to be part of the CSM site, which is vacant and dilapidated.

An existing nine storey office building, Paragon House, bounds the site to the rear (eastern side) and is accessed from Seymour Grove. Paragon House has surface parking running immediately adjacent to the decked car park area within the application site.

An office/light industrial building, Morton House, which is accessed off Skerton Road, bounds the site to the south and lies immediately adjacent to the ramp to the decked car parking area serving Grove House.

PROPOSAL

The application proposes the erection of a nine storey extension to the eastern elevation to provide a total of 26 apartments (25no. x one bedroom apartments and 1no. x two bedroom apartment). The proposed extension would extend off the middle section of the east elevation. The extension would measure 27.5m high, 11m deep and 14.4m wide and contain two apartments on the ground floor and three apartments on the first to eighth floors.

Windows are proposed on all three elevations of the extension, though no habitable room windows are proposed to the eastern rear elevation.

The proposal also includes alterations to the existing car parking and landscaping layout within the site and the conversion of an existing outbuilding into a bin store and area for cycle parking.

The total floorspace of the proposed new dwellings units combined would be 1111m².

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 - Land for New Homes

L2 - Meeting Housing Needs

L3 - Regeneration and Reducing Inequalities

L4 - Sustainable Transport and Accessibility

L5 - Climate Change

L7 - Design
L8 - Planning Obligations
R2 - Natural Environment

PROPOSALS MAP NOTATION

Main office development area
Old Trafford Priority Regeneration Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E10 Main office development area

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

86054/VAR/15 - Application to vary conditions 2 and 3 on planning permission 85267/FUL/15 (External alterations to existing building including replacement of existing external windows and doors and installation of cladding) to alter the materials for the windows and to remove much of the approved cladding – Approved with conditions 15.09.2015.

85267/FUL/15 - External alterations to existing building including replacement of existing external windows and doors and installation of cladding – Approved with conditions 22.05.2015.

83205/PAC/2014 - Application for prior approval for a change of use from offices to 72no. residential apartments. Application for prior approval under Schedule 2, Part 3, Class J of The Town and Country Planning (General Permitted Development) Order 1995 (as amended) – Prior Approval Approved 15.08.2014.

81024/FULL/2013 - Replacement of existing windows, installation of external cladding, creation of new car and cycle parking and bin storage, to serve residential apartments – Approved with conditions 05.12.2013.

80984/PAC/2013 - Application for prior approval for a change of use from offices to 63no. residential apartments. Application for prior approval under Schedule 2, Part 3, Class J of The Town and Country Planning (General Permitted Development) Order 1995 (as amended) – Prior approval required and granted 28/08/13.

80141/FULL/2013 - Change of use of office building (use classb1) to 63 apartments (mixture of studios, 1 bed and 2 bed) together with provision of car parking and associated external works to the building - Withdraw 26/06/2013.

H/68520 - Erection of 2m high bow top fencing on the northern and western boundaries

of the site - Approved with conditions 31/01/2008.

H/52734 - Erection of a 1.1m high steel perimeter fence to Tennis Street/Skerton Road frontages, installation of car park barriers and erection of a block work garage beneath multi storey car park - Approved with conditions 04/01/2002.

H37526 - Erection of an 18ft high single antennae pole - Approved 11/08/1993.

APPLICANT'S SUBMISSION

The applicant has submitted a supporting Planning Statement, a Design and Access Statement, a Noise Assessment, a Crime Impact Statement, an Energy Strategy, a Transport Statement and a Travel Plan. The information provided within these documents is discussed where relevant within this report.

CONSULTATIONS

LHA – No objections, the applicant has provided a travel statement in which it is demonstrated that the parking provision for the overall development is adequate and would not create an overspill parking situation. The submitted Travel Plan is considered acceptable and a condition requiring its implementation is recommended. Comments are discussed in full in the Observations section of this report.

Pollution & Licensing – No objections, the submitted Acoustics report concludes that basic thermal double glazing and acoustic trickle vents can achieve appropriate internal noise conditions within the habitable rooms of the development. Details of the final glazing and ventilation scheme should be submitted and agreed. The submitted Air Quality Assessment is considered acceptable. A contaminated land condition is also recommended.

Drainage – No objections, a condition requiring the development meets the guidance set out in the Strategic Flood Risk Assessment is recommended.

United Utilities – No objections, conditions regarding foul and surface water drainage are recommended.

Greater Manchester Police Design for Security – No objections, recommend that the development is carried out in accordance with the recommendations set out in section 3.3 of the submitted Crime Impact Statement and a condition reflecting the physical security specification listed within section 4 of the submitted Crime Impact Statement is also recommended.

REPRESENTATIONS

No letters of representation have been received from neighbouring residents or businesses.

OBSERVATIONS

PRINCIPLE OF PROPOSAL

1. The application seeks full planning permission for the erection of a nine storey extension to provide an additional 26 apartments on the site, of which 25 would be one-bedroom apartments and 1 would be a two-bedroom apartment. The site is located within a main office development area as defined within the UDP Proposals Map. The principle of residential accommodation being provided on the site has already been established through two extant prior approval consents for the conversion of the existing building from offices to residential apartments (refs: 83205/PAC/2014 and 80984/PAC/2013). The prior approval consent 83205/PAC/2014 is currently being implemented on the site.
2. Policy L1 of the Trafford Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. Regular monitoring has revealed that the rate of building is failing to meet the housing land target as expressed in Table L1 of the Core Strategy. Therefore, there exists a significant need to not only meet the level of housing land supply identified within Policy L1 of the Core Strategy, but also to make up for a recent shortfall in housing completions. It is considered that this proposal will make a positive contribution to the Council's housing land supply and in addition the proposal will contribute to meeting targets for the development of brownfield land (Policy L1.7).
3. Taking into consideration that the Council does not, at present, have a five year supply of immediately available housing and this site is identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment), the proposal is also considered in light of paragraph 49 of NPPF. Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.
4. Policy L2 of the Core Strategy seeks to ensure that proposals contribute to meeting the housing needs of the Borough. Policy L2 states that proposals for one bedroom accommodation will need to be specifically justified in terms of a clearly identified need. The proposal is for development on previously developed land within the urban area. The application predominantly proposes one bedroom apartments, though it is noted that the proposal would form an extension to an existing apartment building which has a mix of one and two bedroom apartments. The proposed development would result in a total of 64 one bedroom apartments on the site and 34 two bedroom apartments, thus providing a mix of accommodation. The applicant has also highlighted the need for one bedroom accommodation within this area due to high housing prices within the Borough, arguing that one bedroom accommodation provides a more affordable option for home owners and therefore provides an important contribution to the housing stock within the Borough.

5. It is also noted that the site is located in a sustainable location, close to the Trafford Bar local centre and Metrolink Station.
6. Having regard to the above policies, it is therefore considered that the provision of 26 additional residential apartments, including the provision of 25 one bedroom apartments, in this location is considered acceptable in principle.

RESIDENTIAL AMENITY

7. Policy L7.3 of the Core Strategy states that development must not prejudice the amenity of future occupants of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way. There are no neighbouring residential properties adjoining or facing the site and therefore the main consideration in regards to Policy L7.3 is the impact of the proposal on the 72 apartments that are being created within the existing building and the level of amenity that would be provided for future occupants of the proposed development.
8. The proposed habitable room windows within the extension would be situated at right angles to the windows within the existing building. It is considered that the windows would be situated in such a way that an acceptable level of privacy would be provided for all of the residents.
9. A distance of 29.2m would lie between the habitable room windows on the southern elevation of the extension and the adjacent two storey building Morton House. A distance of 40.2m would lie between the proposed habitable room windows on the northern elevation and the neighbouring Aldi supermarket. This distance would also be across a vehicular highway. It is therefore considered that the proposed apartments would be provided acceptable outlooks that would afford an acceptable level of amenity for future residents.
10. The Council's Guidelines for New Residential Development recommends that around 18m² of adequately screened communal area per flat is generally sufficient for functional requirements. The proposed development would provide approximately 720m² of outdoor landscaped communal space for residents of the proposed extension and of the existing building. This would equate to 7.35m² per flat across the whole site. It is noted that this is significantly less than the recommended amount, however it is considered that in this high density location the level of space provided is in keeping with the surrounding area. It is also noted that a large proportion of the apartments would also only be one bedroom and the guidelines also covers two and three bedroom apartments. The applicant has also detailed that the landscaped areas would be of high quality. It is therefore considered that on balance, the proposed amenity space is

acceptable and the amount of space provided does not warrant the refusal of the application.

11. Due to the close proximity of the site to the neighbouring industrial site CSM (UK) Ltd, which provides bakery and confectionary supplies, the applicant has submitted a noise assessment. The assessment identifies appropriate mitigation measures including double glazing and acoustic trickle vents to achieve appropriate internal noise conditions within the habitable rooms of the development. It is therefore considered that through the implementation of such mitigation measures, the neighbouring industrial site would not unduly impact on the amenity of future occupants of the proposed apartments. A condition is recommended requiring full details of the glazing and ventilation scheme to be submitted and agreed to ensure that the mitigation measures are adhered to.

DESIGN AND VISUAL AMENITY

12. The application site is located within an area where there are a number of tall buildings, including the adjacent nine storey office building Paragon House and nearby CSM industrial buildings. A ten storey residential apartment building 'Madison Apartments' and a nine storey office building 'Trafford Plaza' are also situated close to the site on Seymour Grove. The proposed extension would be nine stories high, matching that of the existing building. The height of the proposed extension is therefore considered acceptable and in keeping with the character of the surrounding area.
13. The proposed extension would lie as a centre-point to the north elevation. The ground and first floor levels of the extension would comprise of brickwork and the second to eighth floors would comprise of dark grey cladding, providing a contemporary contrast to the red brickwork on the existing building. The submitted plans show one vertical line of coloured panels on each elevation, with each panel situated below a window. The applicant has indicated that the colour of these panels may change from what is shown on the plans and as such has agreed to a condition that requires the submission of full final details of the cladding panels.
14. The design of the proposed extension is considered acceptable and provides a comfortable contemporary extension to the existing building. It is also considered that the proposed extension would not adversely impact on the existing street scene or the character of the surrounding area.
15. The application also proposes the creation of a 9m deep landscaped area to the front of the existing building, which would extend round to part of the north side of the building where it would increase to 10m deep. Further landscaped areas are also proposed to the rear of the building, to the north and south sides of the proposed extension. The existing site, prior to the conversion of the existing building into 72no. apartments (83205/PAC/2014), comprised fully of hard-

standing with no landscaping within the boundaries of the site. The applicant has detailed that the proposed landscaped areas will include hard and soft landscaping with planted boxes and seating areas that will be of high quality. It is considered that the proposed landscaped areas would soften the appearance of the existing building and the proposed extension and will also enhance the appearance of the existing street scene and therefore will have a positive impact on the character of the surrounding area.

HIGHWAY SAFETY AND PARKING PROVISION

16. Policy L4 of the Trafford Core Strategy seeks to ensure that all new developments do not adversely affect highway safety, with each development being provided with adequate on-site parking, having regard to the maximum standards set out in appendix 3. According to appendix 3 of the Trafford Core Strategy, in this area 1 space should be provided per 1 bedroom apartment and 2 spaces per 2 bedroom apartment. In addition to this 1 allocated or 1 communal bicycle parking space is required per bedroom.
17. The existing building is currently being converted into 72 apartments (a mix of 1 and 2 bedrooms). The proposed extension combined with the existing building would result in a total of 64no. 1 bedroom apartments and 34no. 2 bedroom apartments. The application proposes a total of 99 car parking spaces (providing 1 per residential unit) and 62 secure bicycle parking spaces, which is less than the Council's maximum standards.
18. The applicant has submitted a travel statement that the LHA has raised no objections to, which demonstrates that the proposed parking provision for the overall site would be sufficient in this sustainable location as the site is situated approximately 165m from Trafford Bar Metrolink Station and is close to frequent bus services with stops on Talbot Road and Seymour Grove. It is therefore considered that the proposal would not result in on-street car parking. The level of bicycle parking is also considered acceptable in this location. Conditions are recommended to ensure that the proposed car parking and bicycle parking is provided and retained. The proposal is therefore considered acceptable on highways grounds.

CRIME AND SECURITY

19. The applicant has submitted a Crime Impact Statement. The Greater Manchester Police Design for Security team have raised no objections to the application and recommend that the development is constructed in accordance with the recommendations set out within the Crime Impact Statement and further recommend that a condition is attached to reflect the physical security specification listed within the Statement.

FLOOD RISK AND DRAINAGE

20. The application site is located within Flood Zone 1, though the site is located within a Critical Drainage Area. Policy L5.18 of the Core Strategy aims to reduce surface water run-off through the use of appropriate measures. The Lead Local Flood Authority (LLFA) has commented on the application and has raised no objections to the proposed development. The LLFA has recommended that peak discharge storm water rates should be constrained in accordance with the limited indicated in the Council's Level 2 Hybrid Strategy Flood Risk Assessment. These matters can be secured by condition, which is outlined at the end of this report.

AIR QUALITY

21. The application site is located adjacent to an Air Quality Management Area in respect of high nitrogen dioxide levels. The applicant has submitted an Air Quality Assessment, which concludes that the development construction and operational impacts on local air quality will not be negligible and not significant and as such no mitigation measures are required. The Pollution and Licensing team have considered the assessment and consider it to be acceptable.

DEVELOPER CONTRIBUTIONS

22. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'cold' zone for residential development, consequently apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

23. The proposed development also falls to be considered under the Council's Supplementary Planning Document 1: Planning Obligations (2014) (SPD1). In regards to affordable housing, SPD1 states that within "cold" market locations no more than a 5% affordable housing target will be applied under normal market conditions. The supporting text of Policy L2 of the Core Strategy recognises that under poor market conditions a 5% contribution could inhibit development in cold market locations and therefore applications for development in such locations will not trigger a requirement to make a contribution to affordable housing. It is considered that we are currently under 'cold' market conditions and therefore as the site is in a "cold" market location, an affordable housing provision is not required.

24. In accordance with Policy L8 of the Trafford Core Strategy and SPD1 it is necessary to provide an element of specific green infrastructure. This is required in the form of on-site enhancements such as tree planting or alternative GI treatments. The provision through tree planting equates to one additional tree per apartment. Alternative GI treatments are detailed below, (Table 3.3 in SPD1): -

- 5m of preferably native species hedge, per dwelling/2 apartments
- 25m of preferably native species hedge per 2000m² of employment building
- Green roof/ green wall provided at 1/10th of the area of the building footprint
- 100m² of wildflower meadow per dwelling
- Additional biodiversity or landscaping elements to a SUDS scheme
- 50m² of woodland/orchard per dwelling
- 10m² of food growing space per dwelling

25. In order to secure this, a landscaping condition is recommended which makes specific reference for the need to provide specific green infrastructure as part of the landscaping proposals.

CONCLUSION

26. The erection of a nine storey extension to provide a total of 26 additional apartments, including the reconfiguration of the existing car park, provision of landscaping and bicycle and bin storage is considered acceptable in this location. It is considered that an acceptable level of amenity would be provided for the residents of the existing building and proposed extension. The scale, design and layout of the proposed development are also considered acceptable and in keeping with the character of the surrounding area and the introduction of landscaped areas on the site would also serve to enhance the existing street scene.

27. Whilst the proposed development would provide less car parking to serve the residential apartments than the maximum standards recommended within the Core Strategy, it is considered that due to the nature of the proposed development in this location, the proposal would not exacerbate existing car parking pressures on surrounding roads.

28. It is therefore considered that the proposal would result in a sustainable form of development, in accordance with the NPPF and in compliance with all relevant Policies in the Core Strategy and related Supplementary Planning Guidance.

RECOMMENDATION: GRANT subject to the following conditions

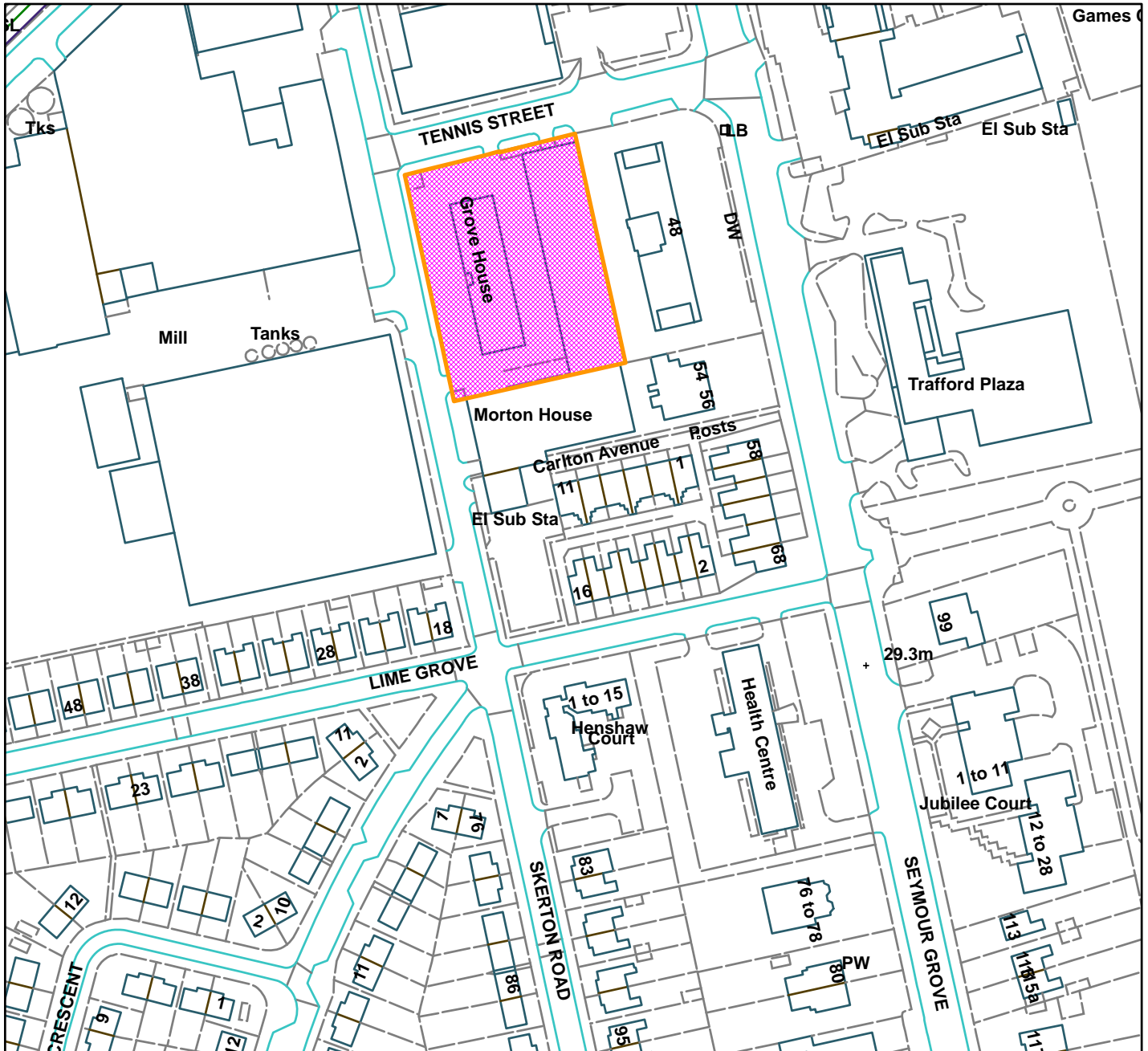
1. Standard 3 year time limit to commence development
2. Development to be carried out in accordance with the approved plans
3. Submission of materials to be agreed including final details of all cladding panels including colour (or otherwise)
4. Submission and implementation of an approved landscaping scheme
5. Submission of a landscape maintenance scheme

6. Details of glazing and ventilation to be submitted and agreed
7. Creation and retention of car parking
8. Creation and retention of bicycle parking
9. Implementation of Travel Plan
10. Contaminated Land
11. Implementation and compliance with the approved Crime Impact Statement
12. Submission of a sustainable drainage scheme to comply with Core Strategy policy L5 and the Strategic Flood Risk Assessment
13. Foul and surface water shall be drained via separate systems

VW



Grove House, Skerton Road, Old Trafford.



Scale: 1:1,750

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Organisation	Trafford Council
Department	Planning Service
Comments	11th February 2016
Date	28/01/2016
MSA Number	100023172 (2012)

Redevelopment of site to create 8 three bedroom houses and 3 two bedroom houses together with alterations to the highway and residents parking on Hallcroft.

Former Depot, Manchester Road, Partington,

APPLICANT: Trafford Housing Trust

AGENT: Arcus Consulting

RECOMMENDATION: GRANT

SITE

The application site is 0.44ha in area and comprises of land that was formerly a Trafford Borough Council Depot site in Partington. The application site also includes part of the highway and resident parking area of Hallcroft. The main development area within the site has most recently been used by Partington Parish Council for storage.

The site is located on the edge of a predominantly residential area. It is situated to the north and east of Hallcroft and to the east of the head of the cul-de-sac of Derwent Close. River Lane is also situated to the far south-eastern corner of the site. Hallcroft is characterised by two storey terraced properties, Derwent Close is characterised by semi-detached bungalow properties and River Lane comprises of two storey detached and semi-detached dwellinghouses. The site is currently accessed off a narrow road from Manchester Road, which also provides access to allotment gardens, which bound the site to the south.

The central area of the site comprises of hard-standing, which is surrounded by overgrown vegetation. Mature trees lie around parts of the boundary of the site.

PROPOSAL

The application proposes the erection of 11 dwellinghouses: 8 x three-bedroom houses and 3 x two-bedroom houses. The proposed dwellings would be two stories high, measuring 4.9m high to the eaves; the three-bedroom properties would have a ridge height of 7.8m and the two-bedroom properties would have a ridge height of 7.6m. Each of the properties would have driveways providing two-off road car parking spaces and a shed within the side/rear gardens.

The proposed development would form an extension to the existing cul-de-sac Hallcroft. The proposal also includes alterations to the layout of the resident parking areas at the current head of Hallcroft.

The proposed development is to be delivered by Trafford Housing Trust, with all of the units allocated as affordable under a shared ownership model.

The total floorspace of the proposed new dwellings combined would be 878m².

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 - Land for New Homes
L2 - Meeting Housing Needs
L3 - Regeneration and Reducing Inequalities
L4 - Sustainable Transport and Accessibility
L5 - Climate Change
L7 - Design
L8 - Planning Obligations
R2 - Natural Environment

PROPOSALS MAP NOTATION

Partington Priority Regeneration Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV10 - Wildlife Corridors
H11 – Priority Regeneration Area - Partington

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/62943 - Change of use to a storage base for Partington Town Council improvement workers and extension to allotment gardens to provide facility for disabled persons. Siting of two temporary buildings for storage of equipment – Approved with conditions 31.10.2005.

H42762 - Change of use from council depot to storage of vehicles and engineering plant and equipment – Refused 25.09.1996.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement, an Affordable Housing Statement, an Arboricultural Report, a Statement of Community Involvement and a Crime Impact Statement. The information provided within these documents is discussed where relevant within this report.

CONSULTATIONS

LHA – No objections, recommend a condition requiring the maintenance of the emergency access. The Adoption Officer is satisfied that the highway layout in the residential area shown on the amended plan is to adoptable standards. Full comments are discussed in the Observations section below.

Pollution & Licensing – No objections, recommend that prior to the commencement of development that a Remediation Statement is submitted and approved and prior to first occupation a Site Completion Report is submitted and approved.

Lead Local Flood Authority – No objections. A condition requiring confirmation as to who will be responsible for the long term maintenance of the SUDs provision and requiring once built submission of drawings with photographic evidence showing the construction of the SUDs

GMEU – No objections, the submitted Ecological Appraisal found the site to have limited ecological value. Recommended that a condition is attached requiring the precautionary mitigation measures with biodiversity enhancement measures as set out within section 7 the appraisal are carried out.

Greater Manchester Police Design for Security – No objections, recommend that the development is constructed in accordance with the recommendations set out in the Crime Impact Statement.

Health and Safety Executive (PAHDI) – No objections.

REPRESENTATIONS

4 letters have been received from neighbouring residents, which do not object to the principle of the proposal, though raise the following comments/concerns: -

- Still no sign of the road and parking being improved at the beginning of the odd side of Hallcroft. The beginning of the road is not wide enough for 2 way traffic due to cars parking on the road/verge.
- Do not feel enough parking is proposed for residents of Hallcroft.
- The turning head means a vehicle turning at the end of Hallcroft will cross the traffic flow to/from the development.
- It appears close to the entrance of the allotments, which is a safety hazard.
- Parking could be enhanced further by using the grass strip at Hall Road end.
- Would like to see all road developments on Hallcroft start before any houses are built.
- The trees at the back of 23-27 Hallcroft should be kept or replaced. The level of tree cover should be retained to reduce intrusion to existing properties.
- Would like to see new street lighting.
- Request that no building works including heavy machinery used past 6pm to prevent disturbance to residents.
- The suggested ecological enhancements are supported.

1 letter of objection has been received from a resident of Derwent Close, which raises the following concerns: -

- They live in a bungalow directly backing on to the site. Concerned that their bedrooms will be overlooked.
- Their property will be exposed to light intrusion and potential noise pollution.
- Concerned about extent of tree felling planned and already completed, which they raised during the public consultation carried out by the applicant. Trees already felled increase the risk of intruders.
- The felling of the trees will impact on natural habitats.
- Concerned about the removal of the existing steel perimeter fence. The erection of a new fence could cause damage to their property, particularly the roots of their trees.

OBSERVATIONS

PRINCIPLE OF PROPOSAL

1. The application seeks full planning permission for the erection of 11 affordable dwellinghouses on a brownfield site, which was formally occupied as a depot site in Partington for the Borough Council and last used for storage by the Parish Council. The site is not specifically allocated within the Revised Adopted Trafford Unitary Development Plan (2006) nor in the Consultation Draft Land Allocations

Plan (January 2014). The site does however lie within the Partington Priority Regeneration Area.

2. Policy L1 of the Trafford Core Strategy seeks to release sufficient land to accommodate 12,210 new dwellings (net of clearance) over the plan period up to 2026. Regular monitoring has revealed that the rate of building is failing to meet the housing land target as expressed in Table L1 of the Core Strategy. Therefore, there exists a significant need to not only meet the level of housing land supply identified within Policy L1 of the Core Strategy, but also to make up for a recent shortfall in housing completions. It is considered that this proposal will make a positive contribution to the Council's housing land supply and in addition the proposal will contribute to meeting targets for the development of brownfield land (Policy L1.7).
3. Policy L2.6 of the Core Strategy seeks to ensure that proposals contribute to meeting the housing needs of the Borough. It is considered that the proposal complies with the aspirations of this Policy and it is noted that it would deliver a shared ownership housing scheme thereby improving the tenure offer to the local community.
4. Taking into consideration that the Council does not, at present, have a five year supply of immediately available housing and this site is identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment), the proposal is also considered in light of paragraph 49 of NPPF. Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.
5. It is considered that the proposed development will contribute to the Partington regeneration priorities and will make a positive contribution towards the housing stock in the area through the provision of family homes. More specifically it is considered that the proposed development will make a positive contribution to the following Strategic Objectives:
 - SO1 – Meeting Housing Needs
 - SO2 – Regenerate
6. The proposed development will also contribute towards the following Place Objectives:
 - PAO1 – To provide an appropriate level of new residential development to tackle population decline and achieve sustainable growth
 - PAO3 – To establish a better balance in type and tenure of housing in the area.
7. Whilst the application site does not fall within a Wildlife Corridor, it is noted that a Wildlife Corridor adjoins the site to the north and north-east. As the proposal is outside of the Wildlife Corridor it would not directly result in the loss of any part of the Wildlife Corridor, however it is recognised that development immediately

adjacent to it could have some impact on it. It is considered that this impact can be mitigated against through appropriate tree protection schemes and through enhanced landscaping along the north and north-eastern boundaries of the site, which can be secured by condition.

8. The principle of residential development on the site is therefore considered acceptable in accordance with the NPPF and the Trafford Core Strategy (Policies L1, L2 and R2) and there is no land use policy objection to the proposal.

RESIDENTIAL AMENITY

9. Policy L7.3 of the Core Strategy states that development must not prejudice the amenity of future occupants of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way. The impact on neighbouring dwellings is considered in the light of the Council's Planning Guidelines for New Residential Development, particularly the requirements to retain distances of 15m between buildings with a main elevation facing a two storey blank gable, 21m across public highways (24m in the case of three storey buildings), 27m across private gardens where there are major facing windows (unless permitted development rights are removed) and 10.5m to rear garden boundaries from main windows.
10. The proposed dwellinghouses would be two storeys high. Plots 1 to 8 would have a maximum height of 7.8m and Plots 9 to 11 would have a maximum height of 7.6m. Nearly all of the proposed dwellings would have a minimum distance of 10.5m between the habitable room rear windows and their rear boundary. A slightly reduced distance of 9.4m increasing to 10.4m would lie between the rear elevation of the property in Plot 1 and the rear boundary with No.9 Derwent Close. A minimum distance of 9.9m would lie between the first floor bedroom window of the property and the rear boundary. It is noted that an existing 3.5m high hedge lies along the common boundary within the curtilage of No.9 and two new trees are proposed to be planted adjacent to the rear boundary within the curtilage of Plot 1. A minimum distance of 25.5m would also lie between the rear elevation of the proposed dwelling and the rear elevation of No.9 and the properties would be angled away from each other. A minimum distance of 21.5m would also lie between the property of Plot 2 and No. 8 Derwent Close.
11. The side elevation of Plot 1 would face towards the rear elevations of No.'s 23, 25 and 27 Hallcroft, which are situated to the south of the site. A minimum distance of 16.6m increasing to 19.6m would lie between the side elevation of the dwelling of Plot 1 and the rear elevations of these properties. No principle windows are proposed on the side elevations of the properties.
12. The side elevation of Plot 3 would face towards the rear elevation of a neighbouring bungalow property No.7 Derwent Close. No.7 has a single storey

rear conservatory which lies along the majority of the rear elevation of the bungalow. A minimum distance of 13.2m increasing to 15m would lie between the side elevation of Plot 3 and the rear elevation of the conservatory of No.7. Although a 15m separation distance would not be achieved for the full length of the property, it is noted that a minimum distance of 8.4m would lie between the proposed dwelling and the common boundary with No.7 and the conservatory is an addition to the bungalow and not the original rear elevation. Windows also lie to the north elevation of the conservatory and therefore alternative views in to the northern part of the rear garden are also available from the bungalow. Mature Birch trees also lie within the curtilage of Plot 3, close to the common boundary, which would also soften the appearance of the proposed development when viewed from the rear windows of No.7.

13. A minimum distance of 30m would lie between the proposed terrace, Plots 9-11, and No. 26 River Lane. It is also noted that this distance is across land which is not within the application site. A minimum distance of 24.5m would lie between the dwellinghouse of Plot 11 and the side elevation of No. 27 River Lane. This distance also includes land within the allotments to the south of the application site.
14. Due to the distances between Plots 1 and 2 to the rear boundaries with neighbouring properties, it is recommended that a condition is attached which removes permitted development rights for the erection of two storey rear extensions and rear dormer windows to these two properties. It is also recommended that permitted development rights are removed for the erection of side extensions to Plot 3 due to its close relationship with No.7 Derwent Close. The removal of these permitted development rights will help to ensure that such development would not have an overbearing impact or result in a loss of privacy to these neighbouring bungalows and gardens.
15. It is therefore considered that the proposed development would not result in a loss of privacy or light to neighbouring residential properties and gardens. It is also considered that the proposal would not have an overbearing impact on neighbouring residential properties and gardens.
16. Where the proposed dwellinghouses are angled towards each other, a minimum distance of 22m would lie between habitable room facing windows. A minimum distance of 16.8m would lie between habitable room windows and side elevations which contain obscure glazed windows. Although some of the proposed dwellings would project significantly forward of the adjacent property, the properties are proposed to be positioned and spaced apart in a way that will ensure that one property does not have any overbearing impact on the other. All of the side windows to the proposed dwellinghouses would serve bathrooms, stairwells and landings, with the exception of Plots 9 and 11, which would also have secondary lounge windows at ground floor level. A condition is recommended that ensures that all of the side windows (with the exception of

Plot 11 whose side elevation faces the adjacent allotments) are installed and retained in obscure glazing in order to ensure that an acceptable level of privacy is provided for the future occupants of these properties.

17. The Council's Guidelines for New Residential Development also recommends that around 80m² of garden space will normally be acceptable for 3 bedroom semi-detached houses in an area of similar properties. The proposed 3 bedroom semi-detached properties would have rear gardens ranging in size from approximately 72m² to 206m² and the two bedroom terraced properties would have rear gardens ranging in size from approximately 53m² and 81m². The size of the private garden amenity space for these properties is therefore considered acceptable and typical of the character of the surrounding area.
18. It is therefore also considered that the proposed development would provide an acceptable level of amenity for future occupants of the proposed dwellinghouses and as such the proposal complies with Policy L7.3 of the Trafford Core Strategy.

DESIGN AND VISUAL AMENITY

19. The application site is located within a predominantly residential area. Hallcroft, which the application site will form an extension to is predominantly characterised by two storey terraced properties. Semi-detached bungalows on Derwent Close bound the site to the west and two storey semi-detached and detached dwellinghouses are situated to the south-east of the site on River Lane.
20. Eight of the proposed dwellinghouses would be two storey semi-detached properties and three would form a two storey terrace. The properties would be characterised by gable roofs comprising of grey concrete tiles and the external finish of the properties would be light red brickwork. The semi-detached properties would include two storey projecting bay windows on the front elevation, which would have flat roofs and a rendered finish to provide a more contemporary appearance. Each of the properties would also have a timber canopy over the front door.
21. The design of the proposed dwellinghouses is considered acceptable and would not adversely impact on the existing street scene or the character of the surrounding area.
22. The proposed dwellings would each have front landscaped gardens, setting the properties back from the edge of the highway. A minimum distance of 6m would lie between the pairs of semi-detached properties and the row of terraced properties, thus ensuring a sense of space is achieved within the street scene. The proposed parking for each of the dwellings would be provided within the curtilage of each dwelling in a tandem form. The layout of the car parking spaces ensures that an acceptable level of soft landscaping can be provided to the front

and side of the properties, softening the appearance of the proposed development.

23. Close boarded timber fences 1.8m high are proposed to the rear and side boundaries of the dwellinghouses. A greater height of 2.1m is proposed along the northern and eastern boundaries of the site with the adjacent open land to provide a greater level of security for the residents. The style of the fence is considered acceptable and typical within a residential setting.
24. A timber shed is proposed within the curtilage of each of the proposed dwellinghouses, which would measure 2m deep, 2m wide and have a maximum height of 2m. The style of the proposed sheds is considered acceptable and typical of a garden shed. The proposed sheds would be situated to the side or rear of the property and would be set back from the front elevations. It is therefore considered that the proposed sheds would not appear unduly prominent within the resulting street scene and would not be out of character with the surrounding area.

HIGHWAY SAFETY AND PARKING PROVISION

25. Policy L4 of the Trafford Core Strategy seeks to ensure that all new developments do not adversely affect highway safety, with each development being provided with adequate on-site parking, having regard to the maximum standards set out in appendix 3. According to appendix 3 of the Trafford Core Strategy, in this area 2 car parking spaces are required per 2 and 3 bedroom dwellinghouse. The application proposes the provision of 2 car parking spaces within the curtilage of each dwellinghouse, thus complying with this standard
26. Appendix 3 also sets out that provision for the parking / storage of 2 bicycles. The application proposes the provision of a shed within the curtilage of each property, which would accommodate the bicycle parking required.
27. The applicant has indicated that they intend to seek adoption of the proposed highway. Whilst the adoption of highways is not a matter covered by the Planning process, the LHA has advised that the maximum length of adopted cul-de-sac is 250m. The proposed development would result in a cul-de-sac of a length greater than 250m as it would extend off Hallcroft which is an existing cul-de-sac. A greater length can be agreed in consultation with the emergency services provided that an alternative means of emergency access is also provided. The applicant has demonstrated that an emergency access would be provided to the south of the site, off Manchester Road, on land within their ownership. A condition is recommended which requires the creation and maintenance of the emergency access to ensure that the necessary emergency access is provided to the site.

28. The application also proposes alterations to the layout of an area of existing resident parking at the current head of Hallcroft to allow for access to the proposed development. The LHA has confirmed that the layout of the proposed residents parking areas is acceptable. The proposal would also increase the number of existing resident car parking spaces from 8 to 12 and therefore would form an improvement for the existing residents, resulting in a reduction in on-street car parking in this area of Hallcroft.

ECOLOGY AND TREES

29. There are no existing trees within the site that are covered by a Tree Preservation Order. Existing mature trees to the north of the site are proposed to be retained and protected during the construction phase. The application also proposes to plant new trees and shrubs within the site.

30. The applicant has submitted an Ecological Appraisal and having considered this the Greater Manchester Ecology Unit has confirmed that the site has limited ecological value. In accordance with the recommendations of the Ecology Unit, a condition is recommended requiring that the precautionary mitigation measures with biodiversity enhancement measures, set out in section 7 of the appraisal, are carried out.

31. It is therefore considered that the proposal would not adversely impact on the ecology of the site or surrounding area, including the adjacent Wildlife Corridor.

CRIME AND SECURITY

32. A Crime Impact Statement has been submitted with the application and the Greater Manchester Police Design for Security team has raised no objections to the application, advising that the development is constructed in accordance with the recommendations set out in the Statement. A condition is therefore recommended to ensure that the recommendations of the Crime Impact Statement are implemented.

FLOOD RISK AND DRAINAGE

33. The application site is located within Flood Zone 1. Policy L5.18 of the Core Strategy aims to reduce surface water run-off through the use of appropriate measures. The applicant has submitted an outline drainage strategy, which has been considered by the Lead Local Flood Authority, who raise no objections to the proposal and recommend a condition requiring confirmation as to who will be responsible for the long term maintenance of the sustainable urban drainage (SUDs) provision and requiring that once the development is built that they submit drawings with photographic evidence showing the construction of the SUDs.

DEVELOPER CONTRIBUTIONS

34. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'cold zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £20 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014). However developments that provide affordable housing can apply for relief from paying CIL on those affordable units. Subject to the relevant criteria being met, relief from paying CIL can be granted and there the CIL payments will be reduced according.
35. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. The applicant has submitted a proposed site plan which demonstrates that 33 additional trees will be provided within the site. In order to secure this a landscaping condition is recommended which makes specific reference for the need to provide 33 trees as part of the landscaping proposals.

CONCLUSION

36. The redevelopment of the site to create eleven affordable dwellinghouses with associated parking and landscaping, including alterations to the highway and existing residents parking on Hallcroft is considered acceptable in this location. It is considered that an acceptable level of amenity would be provided for the neighbouring residents and future residents of the proposed development. The scale, design and layout of the proposed development is considered acceptable and to not adversely impact on the character of the surrounding area.
37. The proposed development would provide an acceptable level of car parking to serve the proposed dwellinghouses and therefore would not contribute to on-street car parking pressures within the surrounding area. The proposed road layout including the creation and maintenance of an emergency access is also considered acceptable and therefore the proposal is also considered acceptable on highways grounds.
38. It is therefore considered that the proposal would result in a sustainable form of development, in accordance with the NPPF and in compliance with all relevant Policies in the Core Strategy and related Supplementary Planning Guidance.

RECOMMENDATION: GRANT subject to the following conditions

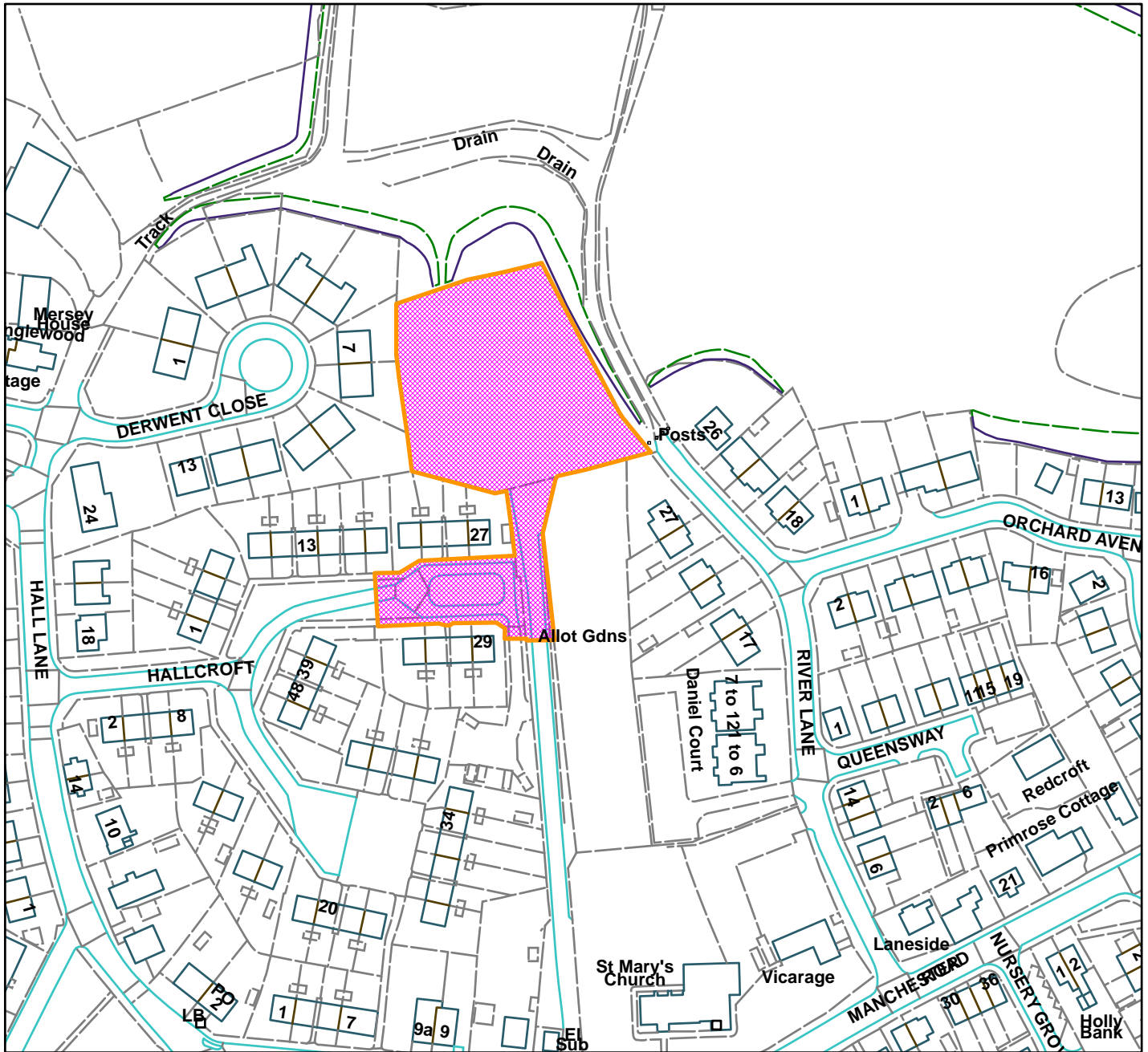
1. Standard 3 year time limit
2. List of Approved Plans including Amended Plans
3. Materials
4. Landscaping, including the provision of 33 additional trees within the site

5. Implementation of mitigation measures set out in the Ecology Appraisal
6. Confirmation as to who will be responsible for the long term maintenance of the SUDs provision and requiring that once the development is built that they submit drawings with photographic evidence showing the construction of the SUDs
7. Implementation of recommendations set out in the Crime Impact Statement
8. Remediation Statement is submitted and approved and prior to first occupation a Site Completion Report is submitted and approved.
9. Removal of Permitted Development Rights for: two storey rear extensions, single storey side extensions and rear dormer windows to Plots 1 and 2 and side extensions to Plot 3.
10. Obscure Glazing and top-opening windows only to side elevations of Plots 1 to 10.
11. Creation and retention of car parking spaces
12. Creation of the alternative emergency access in accordance with the approved plan. The access is to meet the requirements of Approved Document B (Fire Safety) and shall be maintained until such time as the highway serving the approved development is legally closed. For avoidance of doubt the access is to be a minimum of 3.7m wide, any gateways to be a minimum of 3.1m in width and the access is to have a weight bearing capacity of 12.5te across the full width.
13. Affordable Housing

VW



Former Depot, Manchester Road, Partington.



Scale: 1:1,750

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Organisation	Trafford Council
Department	Planning Service
Comments	11th February 2016
Date	28/01/2016
MSA Number	100023172 (2012)

Retrospective application for the change of use from a Dwellinghouse to mixed use Dwellinghouse/Bed and Breakfast.

1 Dean Drive, Bowdon, WA14 3NE

APPLICANT: Ms Beckett-Hughes

AGENT: Vision Architectural Consultancy

RECOMMENDATION: GRANT

Councillor Hyman has objected to the application on the grounds set out within this report and has requested that the application is determined by the Development Control Committee in the event of an officer recommendation for approval.

SITE

The application site comprises a two storey detached property with attached garage with accommodation above. The property is situated within a modern residential housing estate with similar style properties surrounding the application site. The dwelling is located on the corner of Dean Drive and Oakwood Lane.

PROPOSAL

Retrospective application for the change of use from a Dwellinghouse to mixed use Dwellinghouse/Bed and Breakfast.

There would be no external alterations to the property as a consequence of the proposed development and nor would it result in the creation of any additional floorspace.

Following discussions between officers and the applicant the maximum number of rooms to be used for the bed and breakfast has been reduced to 3 bedrooms. It is therefore on this basis that the applicant is assessed.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport & Accessibility

L7 - Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

78508/CLEUD/2012 – Certificate of Lawful Use for the existing extension as residential accommodation ancillary to the main dwellinghouse.

Approved 15th June 2012

H/51348 – Erection of extensions to existing garage including the formation of a store/hobby room on the first floor.

Approved with conditions 22th May 2001

APPLICANT'S SUBMISSION

A detailed supporting statement was provided by the applicant which is summarised below.

During summer 2014 the applicant decided to start using her spare rooms for B&B. Once the business took off a relationship was formed with Visit England and the applicant decided to go for Quality in Tourism accreditation to give guests assurance about standards. 4 star status was obtained subject to a few internal improvements. The procedures and checks which now have to be followed are quite stringent and the applicant never has guests staying without identity and other checks. Fire and food safety regulations are complied with.

As the use of the property as a family home has remained, the applicant was unaware of the requirement for a change of use application.

Ayuda House is still the official main home for the applicant's children though they sometimes stay at their father's house during the school week. They can have use of their own rooms in Dean Drive whenever they like and have precedence over guest bookings. The applicant is the main carer for her mother who is now 87 and she stays from time to time when her health takes a turn for the worse.

There are five bedrooms in the main house accredited with QiT, three doubles and 2 singles. The applicant sleeps in one but moves around rooms depending on bookings and family movements and often uses the annexe (which is not registered with QiT). The supporting statement advises that a lodger is currently staying in a single room during the week. That leaves 4 rooms for use as B&B when the applicant's children are not at home and if she sleeps in the annexe. If all available rooms were used for B&B there would be a maximum of 3-4 additional cars. Guests are often passing through to or from the airport and arrive and leave by taxi therefore not taking up any parking space. The drive at the application property is large enough for 5 cars to be single parked and 9 if double-parked. There need never be an instance where guests need to park in front of any neighbour's house. As a large family with teens or young adults there could easily be 5 cars parked.

The applicant has no more commercial vehicles or deliveries than the average family with a gardener coming for an hour every two weeks with a large white van and the occasional Tesco delivery and a cleaner visiting on a daily basis.

There is no unsightly advertising in front of the house (there is only a Visit England 4 star accreditation sign which is A4 size in the kitchen window). The house does not look materially different.

CONSULTATIONS

LHA – No objections to the proposals in terms of highway safety of parking.

Environmental Protection –This Section has not been in receipt of any complaints of noise or nuisance relating to the premises.

Whilst there are no objections in principle to this change of use, this area is clearly a residential area and there is concern that the introduction of a commercial use could potentially impact upon residential amenity, if it is not effectively controlled. Certainly, this Service has no statutory controls to prevent vehicle movements at sensitive times, since the proposed change of use is likely to result in an increase in activity from the comings and goings relating to the property.

Therefore, in this instance and being mindful of the danger of setting planning precedents and the importance to safeguard future residential amenity for the neighbourhood, it is considered to be reasonable to recommend that the number of rooms use for the bed and breakfast element be restricted to 3 bedrooms, if this application is to be approved.

Following receipt of these comments the applicant has agreed to reduce the maximum number of rooms for use for the bed and breakfast to 3 bedrooms. It is therefore on this basis that the applicant is assessed.

REPRESENTATIONS

Councillors

Councillor Hyman has objected to the application on the following grounds and has requested that the application is determined by the Development Control Committee in the event of an officer recommendation for approval:

- Unsited to a residential location;
- Website informs that 6 bedrooms are on offer as well as the opportunity to rent the whole house and for “executive team building” and the dining room as a board/meeting room;
- Large ‘Visit England’ sign displayed by the front door;
- Staff of 2-3 persons who regularly park;
- Used as airport parking with taxis and airport minibus visiting at night;
- Deliveries of water for water containers;
- Growing influx of strangers in the area;
- The property will appear in a television programme for Bed & Breakfasts which

was filmed prior to applying for planning permission.

Councillor Dr Karen Barclay supports the application

Neighbours

56 no. letters of objection have been received. The main points of objection raised are summarised below:

Traffic and Parking

- Increased on-street parking;
- Concerns relating to highway safety resulting from increased traffic and parking on bends and near junctions;
- Vehicles being left on Dean Drive for extended periods as a form of airport parking;
- Applicant should only accept the number of guests where parking can be provided on the driveway;
- Up to 8 cars have been parked at the premises;
- Restricted access for emergency vehicles;

Residential Amenity

- Increased traffic noise including taxi engines and car doors slamming;
- Increased comings and goings;
- Concerns regarding personal safety and security to neighbours;
- Loss of privacy;
- Disturbance to neighbouring residents due to guests being unable to find the premises;
- Disturbance to neighbouring residents through use of garden;
- Use of BBQ facilities, drinks on terrace, tree house and trampoline are all advertised on website;

Impact of the Surrounding Area

- Out of character with the residential and rural setting;
- Visual intrusion from increased parking;
- Litter generation;
- Would deter prospective purchasers of neighbouring properties;
- Adverse impact on house prices in the area;
- Unacceptable precedent;

Contrary to Trafford Core Strategy Policies

- The subject application represents the development of a town centre use in a residential out of centre location contrary to Trafford Core Strategy policies;

Ambiguity in Submitted Information

- Inconsistencies between the planning application form, planning statement and

- ongoing operations;
- Planning application does not include the display of an illuminated advert which is referred to in the supporting statement;
- All 5 bedrooms of the property are advertised for rent;

Premises have been Running Unlawfully

- The premises have been operating as a B&B without planning permission since summer 2014;
- How has Trafford Council allowed the B&B to run for 2 years without planning permission and for hedges to be planted;

Contrary to Covenants and Planning Restrictions

- In breach of the covenant of the deeds to the property which restrict trade business or profession to be carried out upon the plot;
- Hedges have been planted contrary to the planning rules for the estate;

Safety

- As the premises have been operating without planning permission residents require assurance that fire and safety is being adhered to;

19 no letters of support have been received. The main points raised are summarised below.

- Never observed unsociable behaviour;
- No more traffic generated than a family home;
- Property is well looked after and well maintained;
- Guest numbers are limited to no more than the property's original capacity;
- Very often guests arrive by public transport such as taxis;
- Need for quality visitors accommodation locally;
- Business is operated discreetly;
- Asset to the local community;
- This development has had no impact on the local community;
- Specialist security and surveillance advice was sought by the owner at the commencement of business operations;

OBSERVATIONS

BACKGROUND

1. It is acknowledged that a bed and breakfast business has been operating at the application premises without planning permission for some time however this application has been submitted to regularise this matter. The application should be considered on the basis of the information submitted as part of this application (i.e. room numbers etc.) and not on previous operations or advertisements in

relation to the business. Where necessary, the Council may consider using appropriately worded conditions to restrict numbers of rooms covered by any permission.

2. For the avoidance of doubt, it should be noted that this application does not seek permission for the erection of any additional signage at the premises.

PRINCIPLE OF DEVELOPMENT

3. Policy W2 of the Trafford Core Strategy advises that outside the identified town and retail centres, there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests outlined in current Government Guidance.

4. Paragraph 24 of NPPF advises that:

“Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to 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. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.”

5. Main town centre uses are listed in NPPF as including hotels. The application premises are a guesthouse, not a hotel and as such do not constitute a designated town centre use as defined by the NPPF. However, even if it were a hotel, with only 3 bedrooms, it is considered that any harm to existing town centres in terms of vitality and viability would be insignificant.
6. The main concern in relation to a change of use from residential premises to a business premises is to safeguard the residential character of the area and preserve the amenities of neighbouring residents. Business uses will only be allowed if they can fit acceptably into this residential context.
7. The Council's adopted Supplementary Planning Guidance on Use of Residential Property for Business Purposes (January, 1993) advises that business uses potentially have a number of non-residential characteristics which together can in some cases represent an intrusive presence in a residential area. These characteristics may include:
 - increased areas of hardstanding for car parking, with consequent loss of garden and planted areas;

- wider vehicles access points, resulting in the loss of boundary walls and planting;
 - minor changes such as fluorescent lighting, blinds rather than curtains, name signs etc. which together emphasise the commercial presence;
 - noise from machinery or other activities;
 - additional overlooking compared with a residential use (e.g. if all-day business use of an upstairs bedroom takes place);
 - increased vehicular and pedestrian traffic to and from the premises and within the grounds;
 - increase in activity within the building which may cause disturbance if the use is intensive and the property shares a party wall with another residential property;
 - social effects of not being a neighbour with common householder interests;
 - smells, e.g. from food associated businesses;
 - harmful visual effects, e.g. from outdoor storage or from parking of commercial vehicles within the curtilage of the property or on-street.
8. This SPG was adopted prior to the 2004 Town and Country Planning Act and Local Development Framework (LDF) which relates to UDP Policies, which have now been superseded by Core Strategy Policies. This document remains consistent with the Development Plan policy, as expressed in the Core Strategy. Policy L7 of the Core Strategy which lists criteria under Design Quality, Functionality, Protecting Amenity, Security and Accessibility that all new development must seek to meet and is considered to be the principle policy for the scheme to be assessed against. Those criteria considered to be relevant to this application are as follows:
- Be appropriate in its context;
 - Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;
 - Provide sufficient off-street car and cycle parking, manoeuvring and operational space;
 - Be compatible with the surrounding area;
 - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or odour in any other way;
 - Not have an adverse impact on public safety;
9. These issues are addressed in turn below under the general headings of residential amenity, parking and highways and visual impact.
10. Whilst the applicant advises that the premises are to remain first and foremost as a family home, for the purposes of assessing this application, a full occupancy (3 bedrooms) should be assumed.

RESIDENTIAL AMENITY

11. The use of the application property is considered to be compatible with the residential use of neighbouring properties. Change of use from a single family dwelling to a bed and breakfast would not necessarily result in an intensification of occupation or an increase in individual comings and goings and activity associated with the use of the property.
12. The applicant has agreed that 3 bedrooms are available to be let out as bed and breakfast. The bedroom located in the annexe is not used for B&B purposes. It is not inconceivable that a family dwelling of this size would have 2 parents and up to 5 no. offspring occupying the property. The number of vehicles and comings and goings at different times of the day could be high dependent upon the age range of the children/young adults and the working patterns of the parents.
13. As such it is considered that the noise associated with the bed and breakfast use would not cause undue harm to the residential amenity of neighbouring residents.

PARKING & HIGHWAYS

14. The site block plan provided shows room for 8 parking spaces to the front of the property when tandem parked. It is considered however that the area of hardstanding shown on this plan is incorrect and therefore 8 no. vehicles could not be accommodated within the existing driveway.
15. The Council's car parking standards as set out in Appendix J of the Trafford Core Strategy identify the requirement for 1 no. space per bedroom including staff provision. A total of 3 no. parking spaces would therefore be required. It is considered that a maximum of 4 no. vehicles could be parked independently on the driveway (i.e. without tandem parking) and as such parking provision is policy compliant and is adequate for the use of the property and the number of bedrooms and therefore there are no objections to the proposals on highway grounds. It is considered necessary however to attach a condition to ensure that the driveway is kept available for the parking of vehicles belonging to guests at all times.
16. The applicant disputes that vehicles are being left on Dean Drive for extended periods as a form of airport parking and this is not part of the application being considered.

VISUAL AMENITY

17. With the exception of the display of a small sign within a ground floor window at the premises, there are no other external alterations associated with the change of use. Also taking into consideration the view of the LHA as set out above that

the existing parking provision is appropriate, it is considered there is no adverse impact on the character of the property or the surrounding residential area more generally either as a result of the need for increased hardstanding or due to on-street parking in the immediate vicinity.

18. There is no evidence that would suggest an increase in litter generation within the immediate vicinity associated with this use.

DEVELOPER CONTRIBUTIONS

19. No new floorspace is being created for the commercial element of the development and as such the proposal would constitute minor development exempt from CIL (Community Infrastructure Levy).
20. No other planning obligations are required.

OTHER MATTERS

21. Impact of development on house prices or desirability to prospective purchasers is not a material planning consideration.
22. Representations received advise that hedges have been planted at the premises contrary to planning rules for the estate. Planning permission is not required for planting and this is not a matter relevant to the change of use. Breaches of covenants attached to any site or building are not a material planning consideration.
23. All applications are to be considered on their own individual merit and granting permission for the change of use at these premises would not create a precedent.
24. Fire and safety is covered by other legislation and regulations outside of planning.

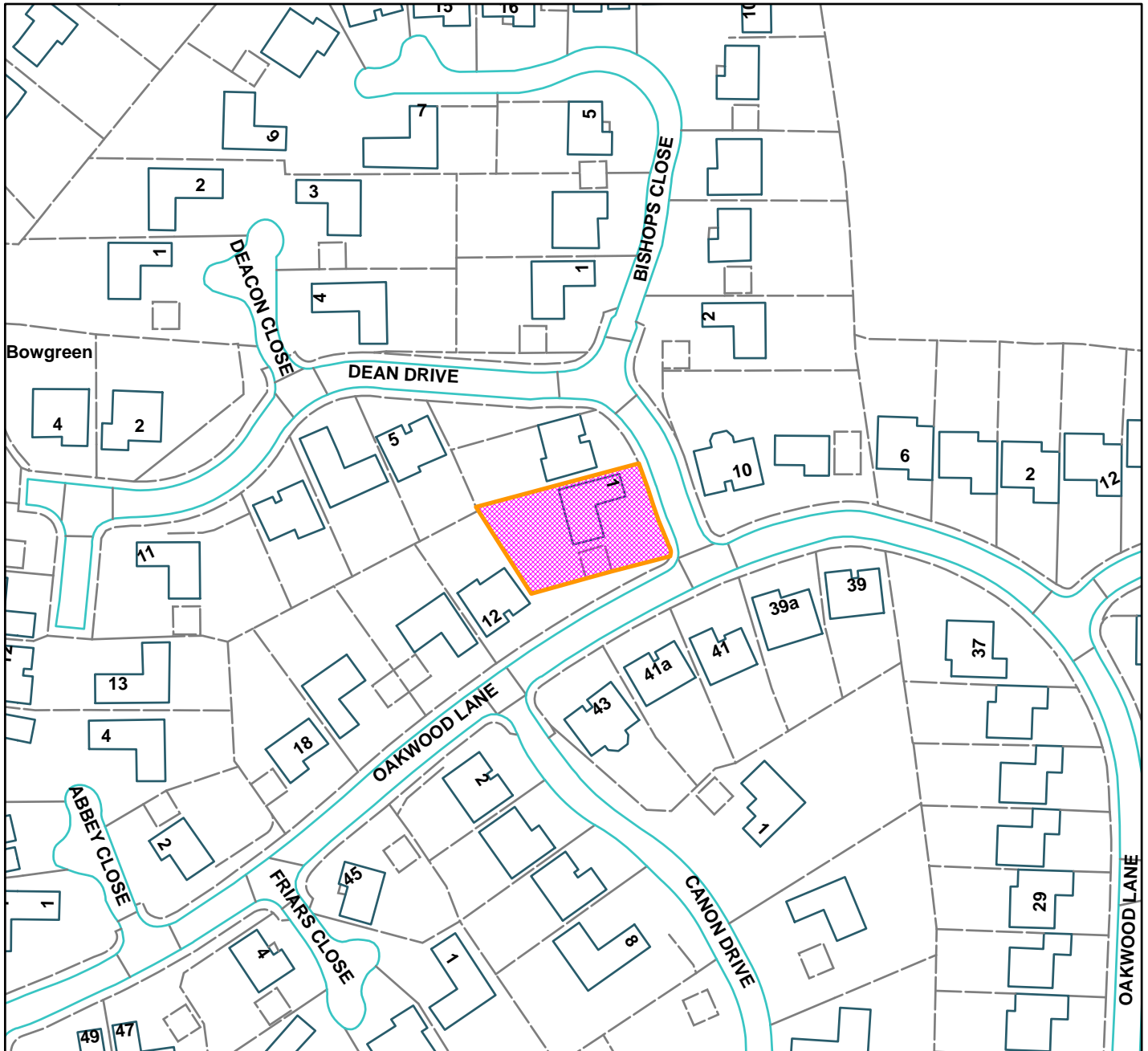
RECOMMENDATION: GRANT, subject to the following conditions:

1. Details – compliance with all plans (listed)
2. Number of rooms available for bed and breakfast let to be restricted to 3 within the main dwelling
3. Driveway to front of premises to be made available for parking of vehicles associated with the approved use at all times.

JE



1 Dean Drive, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 11/02/2016
Date	28/01/2016
MSA Number	100023172 (2012)

WARD: Altrincham

87009/FUL/15

DEPARTURE: No

Demolition of existing buildings, reconstruction of facade of original hospital building in amended location and erection of 4 storey building and basement parking area with access off Greenwood Street to form a health and wellbeing centre including the provision of retail facilities, cafe and library and works to public realm.

Altrincham General Hospital, Market Street, Altrincham, WA14 1PE

APPLICANT: City Branch

AGENT: AFL Architects

RECOMMENDATION: GRANT

SITE

The application site is roughly rectangular covering an area of approximately 0.4 ha and is bounded by Regent Road to the south, Market Street to the west, Greenwood Street to the east and Pott Street to the north. The site is located within Altrincham Town Centre and is situated within the Old Market Place Conservation Area. The site is located adjacent to the boundaries of the Devisdale and Downs Conservation Areas and beyond the northern boundary, on the opposite side of Pott Street, is the Market House which is a Grade II listed building. The site is currently occupied by the former Altrincham General Hospital which is currently vacant. The original hospital building dates from the 1870's but since that time there have been numerous extensions and alterations to the building which now cover the vast majority of the site. The main pedestrian access to the building is from Market Street. Vehicular access via Greenwood Street has been possible for emergency and servicing vehicles only.

The principal hospital building dates from the 1870's and is in the Queen Anne Style. The building is constructed from red brick with ashlar quoins and other sandstone dressings. The building has a large central projecting bay, with two flanking recessed bays. At the centre is a large projecting painted sandstone entrance with a segmental headed doorway, flanked with paired pilasters, frieze and cornice. The building has slate roofs and classic detailing and is located on a prominent corner at the junction of Regent Road and Market Street. There is an L-shaped area of landscaping within the site adjacent to the junction of Market Street and Regent Road. The later extensions and alterations vary in date from the late 19th Century to the 1980's.

The site is surrounded by a mix of uses including commercial, leisure and professional services, residential and civic buildings.

PROPOSAL

The proposal would involve the demolition of the existing buildings, with the façade of the original principal hospital building being re-built to the northeast of their current location.

The development would comprise the erection of 4 storey building and basement parking area with access off Greenwood Street. The building would have maximum dimensions of approximately 95 metres in length and 32 metres in width and would be predominantly 4 storeys high with the fourth floor being constructed out of frameless glazing (only the glazing and the black silicone weather seal would be visible from outside the building). The maximum height of the building would vary across the site due to the changing land levels and the varying heights of different sections of the building ranging from 14.6m height at its lowest to 16.66m at its highest.

The design is a modern interpretation of a classical grid and would have a relatively simple modern form designed around the principle facade of the original hospital building. The palette of materials proposed would be brickwork, stone and glass with limited use of bronze coloured metal louvres / panels.

The Health and Wellbeing Hub would incorporate a library, pharmacy, café/health retail, public health services and GP practices. The public health areas would include a comprehensive range of healthcare accommodation including consultant rooms, treatment rooms, waiting area, recovery rooms, separate children's ward, counselling rooms, staff zones and offices, and training rooms.

The strategic vision for Trafford Clinical Commissioning Group (TCCG) is to ensure that the health services they manage for the people of Trafford are provided in the right place and at the right time and that services are safe, of high quality and are value for money. The TCCG consider that a greater range of services in the community will increase primary care and community services through a neighbourhood approach which will in turn lead to a reduction in people having to attend hospital for their care.

The principal pedestrian entrance to the medical facilities is from Market Street with a secondary access from Greenwood Street. The library element would be situated at ground floor at the north-eastern corner of the building with its own separate access from Pott Street. A café and health retail zone would be located at the southeastern corner of the building with its own entrance from Pott Street and would spill out from the building into the public realm area. The pharmacy would be located at ground floor level with direct access from Market Street.

The building is designed in a series of interconnected zones which allows for movement within and through the building.

Controlled on-site parking would be at basement level for 101 cars, and parking areas for 2 motorbikes and 10 bicycles. This would be accessed via Greenwood Street and for

authorised users only. Vehicle drop off facilities would be on Market Street with deliveries made via Greenwood Street via a dedicated area.

The proposal would also include improvements to the public realm, most notably the refurbishment of Pott Street as a pedestrian priority area to provide a new public square addressing both the proposed building and the existing Market buildings.

The total floorspace of the proposed development would be 8195 m².

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility

L5 - Climate Change

L6 - Waste

L7 – Design

L8 – Planning Obligations

R1 – Historic Environment

R2 - Natural Environment

W1 - Economy

W2 – Town Centres and Retail

PROPOSALS MAP NOTATION

Old Market Place Conservation Area

Altrincham Town Centre

Main Office Development Areas
Area for Improvement
Historic Market Quarter

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas
S6 – Altrincham Town Centre

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

OTHER RELEVANT LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

RELEVANT PLANNING HISTORY

H/41857 – Renewal of conservation area consent for the demolition of all buildings on the site retaining part of the facade to Market Street and Regent Road – Approved 1996

H/41856 - Renewal of outline application for demolition of all buildings on site with retention of parts of facade to Market Street & Regent Road & erection of 4652m² (50,000ft²) office development with basement car parking for 146 cars – Approved 1996

H/36690 – Demolition all buildings on site with retention of parts of facade to Market Street & Regent Road & erection of 50,000 sq ft office development with basement car parking for 146 cars – Approved 1993

H/35639 – Conservation area consent for the demolition of all buildings on the site, retaining parts of the facades to Market Street and Regent Road - Approved 1992

H/35247 - Demolition of all buildings on the site with retention of part of facades to Market Street & Regent Road & erection of 50,000 ft² of office development with basement car parking for 146 cars – Refused 1992

H/16120 – Alterations to mortuary and provision of new roof plant room with extractor ducts – Approved 1980

H/14181 - Demolition of existing boiler flue and erection of new 21 metre high chimney stack – Approved 1981

APPLICANT'S SUBMISSION

The following reports have been submitted with the application and are referred to in the Observations section of this report where necessary: -

- Planning Statement
- Design and Access Statement
- Heritage Assessment
- Transport Assessment
- Travel Plan
- Flood Risk Assessment
- Archaeology Desk Based Assessment
- Air Quality Assessment
- Noise Assessment
- Ecological Assessment and updated Bat Survey
- Carbon Budget Statement
- Crime Prevention Plan
- Statement of Community Involvement

The Planning Statement concludes:-

“The existing Hospital was developed in 1870 and has had many extensions and alterations over the years which have created a disjointed hospital building that delivers inefficient and uncoordinated spaces for patients and staff, and which is not fit for the delivery of 21st century health facilities to meet the needs of the local community. Further, the existing buildings are discordant and do not contribute to an attractive, welcoming or user-friendly street scene.

The proposal will not only deliver a scheme which will benefit the health and wellbeing of the local community, but it will also contribute to the revitalisation of a key area in Altrincham town centre. The scheme incorporates the delivery of public realm improvements and community facilities including a pharmacy, library and café, which will add vibrancy to a currently redundant street scene and attract people to the area.

The proposed development will deliver a scheme that will support economic growth, create jobs, provide necessary infrastructure to support the health and wellbeing of a community, redevelop Altrincham Town Centre, and support day-time local economies. Further, the proposal will be of a high quality design that will positively contribute to the street scene of one of Altrincham’s key areas. Accordingly, the new Health and Wellbeing Hub is overwhelming supportive of national and local strategic and policy objectives.”

CONSULTATIONS

LHA – No objection in principle. Comments incorporated into the Observations Section of the report.

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

Pollution and Licensing (Contaminated Land) – In view of that fact that the development is within approximately the same footprint as the existing building, and that there are no areas of soft landscaping where people could be exposed to any potential contamination - the submission of Phase 1 and Phase 2 reports is not deemed necessary. The protection of the construction workers from any contamination is the main risk, and therefore a condition is recommended accordingly.

Pollution and Licensing (Nuisance) – No objections, make the following comments:-

Air Quality

The air quality assessment submitted in support of the above planning application has concluded that the air quality impact of the development during the construction and operational phase will be negligible in accordance with the EPUK and IAQM guidance. The findings of the report have been accepted and no further conditions are required on this aspect apart from the submission of a Dust Management Plan.

Noise

A noise impact assessment has been prepared to identify key noise sources in the vicinity of the Site which may have the potential to impact upon the development. The key noise sources have been identified as being from road traffic using Market Street and Regent Road, and noise associated with Altrincham Market. The assessment has recommended alternative ventilation for all façade rooms with line of sight to the roads and market as an alternative to opening windows along with the necessary upgraded glazing specifications for the façade facing Regent Road. It is recommended that all proposed mitigation measures are implemented in accordance with the recommendations of the assessment. In addition conditions are recommended in relation to noise from plant and equipment, restriction of hours for deliveries and waste collection, fume extraction and lighting

Lead Local Flood Authority – It will be necessary to constrain the peak discharge rate of storm water from this development in accordance with the limits indicated in the Guidance Document to the Manchester City, Salford City and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment. These matters can be secured via condition.

Trafford Council Public Health – No comments to make

Trafford Council Waste Management - Cannot readily identify what arrangements have been made for waste/recycling. As this development is non- domestic the responsibility for waste/recycling containers and services will be undertaken under arrangements of the building occupiers, however it would be prudent to determine where containers will be stored pending servicing.

Altrincham Forward - The proposed application site is within Altrincham town centre and has been vacant since the transfer of services and staff to the new hospital site on Railway Street. As such, from a town centre management and economic growth perspective, it would be good to see the site developed as part of what is in the Altrincham Strategy and vision for the town and historic market quarter. In principle, Altrincham Forward are broadly in agreement with the proposed uses which will add to the town centre offer and help to further drive footfall, dwell time and spend. The planning application states that 750 jobs will be created which will be a massive boost in economic growth terms subject to compliance with other relevant policies.

Environment Agency - No comments received at the time of writing. Any comments will be included in the Additional Information Report.

Historic England –The majority of the building stock in the Old Market Place Conservation Area is C19 and of traditional materials, predominantly brick, slate and sandstone with classical detailing. The building heights generally vary between 1-3 storeys with some civic building being slightly taller. The uses are a typical mix of commercial, civic and residential. The General Hospital Main building, built in mid to late C19 (unlisted heritage asset) is, together with the Market Hall (grade II listed) a central focal point within this part of the conservation area. The building faces Market Street and sits comfortably within its context - built in brick with sandstone dressings, slate roofs and classic detailing and is located on a prominent corner, the building makes a positive contribution to the conservation area and Historic England (HE) welcome its partial retention as part of the developed scheme. The remainder of the hospital site has been continuously developed in the same manner and typical to similar sites over the last century in a functional style and in order to fit its needs. The result is a site which in many ways detracts from the conservation area and there is a great opportunity here to enhance and improve the character and appearance of the conservation area. Despite the low architectural quality of some of the existing buildings, the grain and scale of the elements facing Market Street still sits well within the conservation area and as such retains a value as a reference point for the future development.

The new building would be of brick with sandstone detailing, of four storeys including a glass top floor set back to break up the height, all in a mixed modern and classic architectural language with the intention of picking up the palette of materials within the conservation area whilst still using an architectural language of our time. In addition to the built element of the site, public realm works are proposed in order to improve the relationship between the site, surrounding streets and the listed Market Hall. HE welcomes this approach of the design in principle and has been involved in extensive pre-application discussions in which they have supported the principle of the proposed use. HE believe that this use will continue to bring necessary activity into this part of Altrincham and the extended functions as a café and public library have the potential of enhancing its relationship with other successful buildings such as the Market Hall.

The design of the development has evolved in a positive way through the discussion at a pre application stage, which has been focused on the development's mass, scale,

detailed design and the way this relates to the character and appearance of the conservation area. Even if this large footprint would be accepted, it is necessary for the development to relate to the character of the conservation area, not only in terms of materials, rhythm of facades, grain and height and in how the building hits the ground but also in how the building is experienced from key views from within and towards the conservation area. Despite the acknowledged measures from the applicant to minimise the harm to the significance of the conservation area, HE remain unconvinced of the impact of some of the design, for example the open corner and the raised colonnade facing Market Street and Pott Street, which is not in character with the building line and the way the buildings hit the ground in the conservation area. The building mass and height is still dominating the street scene from certain key views within the conservation area. HE do not consider the proposed development to enhance the character and appearance of the conservation area and consider it to cause a minor level of harm to the significance of the heritage asset.

HE recommends the local authority to pay attention to section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which states that the local planning authority must pay special attention to the desirability of preserving or enhancing the character of a conservation area. The National Planning Policy Framework (NPPF) sets out the Government's planning policies, at the heart of which is how the planning system can contribute to sustainable development. This fundamentally involves contributing to and protecting the built and historic environment for their contribution to the quality of life as detailed within the key dimensions and core planning principles. The close relationship between good design (both in architectural and urban design terms) and the conservation of the historic environment is expressed clearly in the NPPF, which stresses that planning decisions should aim to ensure that developments respond to local character and history. The local planning authority should also take account of the desirability of sustaining and enhancing the significance of the conservation area, and the positive contribution that its conservation can make to a sustainable community. Local authorities should look for opportunities for new development within Conservation Areas to better reveal their significance in accordance with the NPPF. In reaching a decision, the local planning authority would have to be convinced that the level of harm identified was demonstrably outweighed by any public benefits of the proposal which could not be otherwise achieved.

HE recommends the local authority consider whether the harm caused to the significance of the conservation area is outweighed by other public benefits before reaching a decision. If the application is approved HE would recommend conditions on archaeological evaluation before any works are commenced in line with the submitted archaeological report.

Greater Manchester Archaeological Advisory Service – GMAAS is satisfied that the proposed development does not threaten the known or suspected archaeological heritage. Whilst the report does identify a potential for prehistoric to medieval remains to survive it is my judgement that the possibility of any such remains surviving are

practically nil. On this basis GMAAS advises there is no reason to seek to impose any archaeological requirements upon the applicant.

Greater Manchester Ecology Unit – Bats - The submission of an updated bat assessment has resolved the main issues raised initially by the GMEU which was the failure to investigate all the roof spaces. This has now occurred and no evidence of bats found and owing to the poor state of repair (damp and draughty) they assessed these roof spaces as having negligible to low potential and the GMEU are satisfied with these conclusions.

The other concern raised was that for a building of this size it is difficult to adequately assess the entire building visually at least one emergence/activity survey to confirm the visual assessments findings would have been preferable. However now that the visual assessment has been completed, and the building still assessed as negligible to low, coupled with the building location which is isolated from any moderate to high value bat foraging habitat, (though the habitat to the west which consist of a mature suburban landscape is of low to moderate value for pipistrelle species) the GMEU is willing to condition pre-cautionary measures as part of the demolition to remove any residual risk, rather than require further surveys prior to determination. The recommendations of the original bat report should be conditioned in addition to a condition requiring a bat emergence /activity survey if demolition does not commence before 30th April 2016.

Nesting Birds

Large buildings such as this offer opportunities for nesting birds. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. Consequently a nesting birds condition is required.

Greater Manchester Police (Design for Security) - The proposed development should be designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement and Secured by Design standards including laminated glazing; security-certified windows and doors. In summary, the application is supported subject to further consideration of the above matters.

Greater Manchester Fire and Rescue Authority – No comments received at the time of writing. Any comments will be included in the Additional Information Report.

Public Health England – No comments to make

United Utilities – Recommend conditions relating to foul and surface water drainage and the provision and maintenance of SUDs.

Electricity NW – Comment the application could have an impact on their infrastructure. Points specific to this application are that there are a number of high and low voltage underground cables on the site of the development and therefore safe digging practices must be followed. The applicant's agent has been informed of these comments.

National Air Traffic Services– No safeguarding objections to the proposal

National Trust – No comments received at the time of writing. Any comments will be included in the Additional Information Report.

REPRESENTATIONS

Altrincham & Bowdon Civic Society – Requested further information regarding the library element which has been provided and they are supportive overall of the scheme.

Altrincham Neighbourhood Business Plan Forum – In summary, they highlighted concerns regarding the scale of the development including treatment of the 'glass box' upper floor, the design of the Greenwood Street elevation including lack of active frontage, avoiding a mismatch of external features and internal levels due to the relocation of the 1870 façade and concerns over issues of congestion as a result of the access and egress from the car park to Greenwood Street.

They however conclude by stating that it is always possible to improve proposals and design is very subjective. They consider that the current old hospital site, other than the Victorian façade, is in many areas an eyesore. They consider that the impact of the development, although large, will be an overall improvement to the area. The quality of the development seems to be relatively high, and the minor adjustments suggested are not show stoppers. In terms of overall design and materials, the ANBPF consider it is generally fitting for its civic function and location. Height and massing is an issue, but in this case, they consider the overall benefits to Altrincham of a Library and the CCG with its health related purpose, outweigh the increased massing on the site.

Neighbours: - Objections have been received from the occupiers of 6 separate addresses on Greenwood Street and Market Street. Issues raised are summarised as follows:-

- During construction phase issues of concern include, noise, safety of residents in terms of construction traffic and airborne health risks, general access to properties, dirt and dust, impact of structural integrity of properties, impact on public services that need to access properties, impact on water tables and potential flood risk.
- Loss of privacy through overlooking
- Overshadowing and loss of light. Greenwood Street will be a dark corridor.
- The car park access on Greenwood Street will result in noise, pollution, impact on means of access, highway safety and car parking for properties on Greenwood Street
- Impact on quality of life due to hours of operation and volume of visitors
- The scale and height of the building is grossly disproportionate to surrounding properties. It is too high and out of character with the Conservation area. The fourth floor should be removed or set back significantly.
- Design is far too modern and severe.

- The existing building could all be retained and refurbished – the need for the development is questionable
- Loss of greenspace around the hospital which softens the site.
- It will dwarf important assets such as the Market and take away from Altrincham's identity which has recently been established on the basis of its traditional buildings.
- Too much in one place putting strain on the area
- Disjointed design and exorbitant use of glass more suited to an out of town location. All the glass will lead to glare.
- What assurances are there that the old hospital façade will be retained?
- Inadequate road layout for the increased flow of traffic.
- Inadequate loading bay for existing businesses on Greenwood Street. The loading bay (while necessary) will block the flow of traffic out of Greenwood Street should it be made two way. Traffic should exit the car park via Market Street. The right turn from Greenwood Street to Regent Road would be challenging.
- No provision for residents parking on Market Street. At present residents have parking permits which allow them to park on street outside their houses and the plans should allow for the same level of residents parking provision.
- The lack of a through road at the end of Greenwood Street would cause chaos as there is not enough space to turn around. Detrimental impact on businesses.
- The whole building should be set back from Greenwood Street to allow the road to be widened.
- Inadequate size of car park will lead to parking being oversubscribed
- Impact on property values

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposed Altrincham Health and Wellbeing Centre has been designed in collaboration with the NHS Trafford Clinical Commissioning Group (CCG) and Trafford Council. It is a £20 million redevelopment scheme that centres on social and healthcare integration. It will provide cohesive public health services, GP practices, and enhanced community facilities, alongside the new Altrincham Library to provide a 21st century health and wellbeing facility that is fit for the needs of the local community.
2. The application site is situated in Altrincham Town Centre and within The Old Market Place Conservation Area. The proposal would result in the loss of the existing hospital facility, however the hospital has been relocated to Railway Street and the proposal would result in a new wellbeing centre therefore retaining the same primary use for the site. In addition to the wellbeing centre there will be a library on the ground floor, with a café/health retail zone accessible from the main health centre and by way of a separate pedestrian entrance leading onto an improved public realm.
3. Core Strategy Place Objectives for Altrincham seek in objective ALO10 "To secure opportunities for improved health care provision to meet the needs of local people"

and objective ALO29 “to protect and enhance the character of the environment, landscape, skyline and historic features.” The proposed development is considered to positively contribute to these.

4. Policy W2.2 of the Core Strategy seeks to enhance the vitality and viability of Trafford’s Town Centre’s through encouraging diversity (particularly in terms of community and cultural facilities), accessibility and environmental quality. Policy W2.2 and Policy R1 also requires developers to demonstrate how their proposal will preserve or enhance the character and wider setting of the Conservation Area.
5. In addition the emerging Altrincham Business Neighbourhood Plan, recognises the positive development opportunities of the site and the positive benefits it could have to the area. The emerging Altrincham Business Neighbourhood Plan proposes the site be allocated for mixed use purposes, including residential, offices, library and community purposes. The present application therefore would realise most but not all of these aspirations for the site. However it should be noted The Altrincham Neighbourhood Business Plan is still at an early stage of production and is not adopted Policy for use in the determination of planning applications.
6. It is also important to note, that the existing hospital building is identified as a positive contributor of landmark quality in The Old Market Place Conservation Area, Altrincham: Conservation Area Appraisal, which was adopted by the Council in October 2014. The draft Management Plan proposes a policy stating “The old Altrincham hospital site represents a major opportunity to transform the historic Market Quarter.”
7. Notwithstanding the contribution that this proposed development would play in achieving the Council’s Core Strategy objectives, it will be necessary to consider that the proposed development does not cause undue harm to the building as a positive contributor and any other identified positive contributors within the Conservation Area. The NPPF recognises the importance of a balanced judgment in respect to the scale of any harm or loss and the significance of the heritage asset and the benefits of a proposal and therefore consideration must be given to whether the proposal complies with Policy R1 of the Core Strategy, the NPPF and other relevant policies.

DESIGN AND IMPACT ON HERITAGE ASSETS

8. The Council has a statutory duty to give considerable importance and weight to S72 of The Planning (Listed Buildings and Conservation Areas) Act 1990 in reaching a decision). The Act states that the local planning authority must pay special attention to the desirability of preserving or enhancing the character of a conservation area.
9. In addition, due regard must also be given to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 in assessing the impact of the proposals on the setting of any adjacent Listed Buildings.

10. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

Designated Heritage Assets

Conservation Areas

11. The site is located within the Old Market Place Conservation Area. The Conservation Area Appraisal for the Old Market was adopted in December 2014 and states:

4.3.17. Altrincham General Hospital, formerly the Altrincham Provident Dispensary and Hospital, lies between Market Street and Greenwood Street with significant Victorian and Edwardian elevations to Market Street and Regent Road. The Hospital was erected 1869-70 upon the drill ground of the Rifle Volunteers and later extended. The site consists of a number of noteworthy Victorian and Edwardian buildings which positively contribute to the Conservation Area. Nevertheless the 1960s building fronting Pott Street results in an adverse impact on the character and appearance of the Conservation Area owing to an undesirable use of materials and articulation. The Hospital is shorty to be relocated to a site on Railway Street.

4.3.18. The south side of Greenwood Street is characterised by a number of 19th century, two storey, terraced properties in both residential and commercial use which positively contribute to the character and appearance of the Conservation Area. The character, scale and historic plan form of these properties is modest and has generally been retained. The north side of Greenwood Street is dominated by the Hospital site. Whilst somewhat marred by twentieth century extensions it is still possible to read the Victorian and Edwardian buildings which contribute to the architectural and historic significance of the Hospital. On the corner of Regent Road and Normans Place are the lower section of an 18th century cotton mill and set back is the mill owners house.

12. It is considered that much of the special interest derives from the history and development of the area in particular the market function. There is consistent use of materials and the area has a strong sense of civic identity.
13. The site is also in the vicinity of two other Conservation Areas, The Devisdale and The Downs. The boundary of the Devisdale Conservation Area is on the opposite side of Regent Road from the application site and the Conservation Area is characterised by residential houses on a grand scale within large plots with an area of open land at the centre known as 'The Devisdale'.

14. The Downs Conservation Area is to the southwest of the application site but does not adjoin it and is focussed on the historic route of 'The Downs' which linked Altrincham to Bowdon and largely comprises areas of Victorian residential properties but becomes more commercial in nature towards the eastern end.

Listed Buildings

15. Market House, to the north of the application site was built in 1879 and is a Grade II listed building. It is designed in an interpretation of the classical style and is of historic interest for its association with the social and economic development of Altrincham in the 19th Century.
16. There are also Grade II listed buildings to the southwest of the site at 2, 4, 6 and 8 Normans Place. These are four houses c. 1810 constructed from red brick with sandstone dressings.

Contribution of the application site to the Old Market Conservation Area

17. The hospital is identified as a positive contributor in the Old Market Place Conservation Area Appraisal.

Description: This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. This building has a variations of levels; three storeys. The original Victorian building is constructed from handmade Cheshire brick whereas Edwardian extensions have been built from a dark coloured red stock brick. The bricks are laid in a Flemish brick bond. The roof of the building is pitched and clad with blue slate. The windows of the building are elongated and have been replaced with UPVC/PVC and they feature stone sills and brick headers. The entrance doorway has revival details, part timbered; part glazed and has a fan light. The building has no site features and has had various later extensions. A number of these historic extensions are also of architectural interest such as those on Market Street and the 1914 addition on Regent Road and chart the growth and importance of the Hospital. The original building was symmetrical with a balanced composition, nevertheless the later additions results in an irregular plan form adding to the interest of the site. It reflects the traditional uses and functional character of the area. It illustrates the development of the settlement in which it stands. This building, extensions and site has landmark quality.

18. The Old Market Place Management Plan is currently under consultation but Policy 65 states:

The old Altrincham hospital site represents a major opportunity to transform the historic Market Quarter. Consideration should be given to how this site could become a catalyst for further revitalisation of surrounding streets such as Shaw's Road and Greenwood Street.

19. There are a range of buildings on the site of varying quality, design and historic relevance. The original hospital building c 1870 is attributed to Russian born architect Peter Pons and is considered to make a positive contribution to the conservation area despite unsympathetic additions such as UPVC windows. The later extensions to the building varying in date from the 1870's – 1980's are considered to vary from a limited contribution to the conservation area to a negative contribution to the Conservation Area. The application site is considered to contain a discordant arrangement of buildings, large areas of which present unattractive and inactive frontages to the adjacent streets.

Contribution of site to The Devisdale and The Downs CA's

20. The boundary of The Devisdale Conservation area follows Regent Road, to the southwest of the site. The application site is therefore visible in views out of the area but such views are seen in the context of other modern developments in Altrincham Town Centre. The site is not considered to materially affect views into the Devisdale Conservation Area.

21. Due to the intervening development it is not considered that the site contributes materially to The Downs Conservation Area at present.

Contribution to setting of the nearest Listed Buildings

22. The application site is situated to the south of the Market House and the other part of the application site known as the Outpatients Block is considered to be of low quality with discordant materials and a largely dead frontage onto Pott Street. It is therefore considered that the current building has a negative impact on the setting of Market House.

23. The site can be viewed from Normans Place at present, the view being that of the original hospital building at the junction of Market Street and Regent Road. This is an attractive view but is not considered to contribute to the significance of these listed properties.

Demolition of Existing Building

24. While the original hospital building makes a positive contribution to the conservation area the remainder of the hospital site has been randomly developed over the years in the same manner and typical to similar sites over the last century in a functional style and in order to fit its needs. The result is a site which in many ways detracts from the conservation area. The site comprises a number of different elements which date from the 1870's to the 1980's. The majority of the buildings on site are not considered to be of architectural or historic significance. The architectural style and detailing of the majority of the building does not make a positive contribution to the Conservation Area or the town centre generally. The hospital site has been vacant since the hospital relocated to its new site last year and it is considered

demolition followed by re-development presents an opportunity to provide a better quality and more coherent development of the site. The proposed development incorporates the façade of the original hospital building. It is therefore considered that demolition would be acceptable subject to a satisfactory redevelopment that retains the façade of the original hospital building.

25. It is also noted that the demolition of the majority of the hospital buildings on the site with the retention of the original hospital building's façade has been previously approved under planning permission and conservation area consent H/41857 and H/41856 granted in 1996. Although material to the determination of this application these permissions are no longer extant.

Design of New Building and Impact on the Conservation Area and Listed Buildings

26. As indicated above the redevelopment of the site is based around the retention of the façade of the original principal hospital building. This would allow the retention of the character of the original historic building on this prominent corner but would allow associated redevelopment of the site to allow the most efficient and effective use of the wider site. As a result of pre-application discussions it is now proposed that the roofspace of the original hospital building, including chimney stacks, will also be reinstated and a number of enhancements made to the building including the replacement of UPVC units with timber framed sash windows. To ensure that the arrangement of new floors behind the façade will not be visually disruptive externally, one way glass is proposed. These changes, particularly the retention of the roofspace will result in the original hospital building being read as a three dimensional building rather than simply a façade and it is considered that this will sustain the buildings contribution to the Conservation Area. A condition is recommended in relation to the retention and reconstruction of the old hospital building.
27. The new buildings would be a tiered 4 storey structure with a modern design approach but utilising a classical grid pattern. The mass of the building is broken up visually through the use of vertical and horizontal elements to the design. The new building would utilise a limited palette of high quality materials which will, though the use of brick and stone reflect the materials in the surrounding properties. The ground, first and second floors would be largely constructed of brick with sandstone detailing, with a glazed top floor set back to break up the height. A lightweight contemporary glazed link is proposed to connect the hospital building to the new fabric to the rear to differentiate between the old and the new. The predominant height of buildings in the vicinity is between 1 and 3 storeys and includes residential, commercial and civic buildings. It is noted that the proposed building will be taller than these at 4 storeys in height but that the impact of the scale and massing will be reduced by the recessed and glazed nature of the top floor which will be constructed from frameless glazing to ensure the translucent appearance of the structure. In addition, the tiered nature of the building and the separate defined elements are considered to further break up the scale and massing.

28. The mixed modern and classic architectural language is considered to reflect the new purpose built health and civic function while complementing the character and appearance of the Conservation Area. In addition to the new building, public realm works are proposed in order to improve the relationship between the site, surrounding streets and the listed Market Hall to the north.
29. At the present time the hospital buildings present little opportunity for interaction with the surrounding streets, presenting largely dead frontages to all of the surrounding streets but Market Street. The proposed building would present an active frontage to all of the surrounding streets with pedestrian accesses to the various uses proposed from all sides of the building. It is considered that the proposed health and wellbeing use will bring increased levels of activity into this part of Altrincham and the additional functions of a café, health retail and public library towards the northern end at the site should enhance the relationship with the Market Hall. The public realm improvements will improve the sense of place and make the Old Market place area a destination for the public due to the range of services available there.
30. The retention of the façade of the original hospital building is welcomed as the building makes a positive contribution to the conservation area and Historic England has also commented that they welcome its partial retention. The design approach, use of materials and public realm works are also supported by Historic England. Although Historic England has commented that the proposals have 'improved through the pre-application stage'; they have been 'involved in extensive pre-application discussions in which they have supported the principle of the proposed use and that 'the design of the development has evolved in a positive way', overall they have concluded that the scheme would cause a 'minor level of harm'.
31. They remain unconvinced of the impact of some of the design, including the open corner and the raised colonnade facing Market Street and Pott Street, which is not in character with the building line and the way the buildings hit the ground in the conservation area. They also consider that the building mass and height is still dominating the street scene from certain key views within the conservation area. This means that a conclusion of 'less than substantial harm' has been reached under the terms of the NPPF and as the identified level of harm is minor, paragraph 134 of the NPPF is engaged. This states that:
- 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.'*
32. In reaching a decision, the local planning authority would have to be convinced that the level of harm identified was demonstrably outweighed by any public benefits of the proposal (paragraph 134, NPPF) which could not be otherwise achieved.

33. Planning Practice Guidance for Conserving and Enhancing the Historic Environment states that *'Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 7). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits. Public benefits may include heritage benefits.'*

Para 7 of the NPPF states that *'There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:*

● **an economic role** – *contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*

● **a social role** – *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*

● **an environmental role** – *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.*

34. In referring to the proposed use of the building EH state 'We believe that this use will continue to bring necessary activity into this part of Altrincham and the extended functions as a café and public library have the potential of enhancing its relationship with other successful buildings such as the Market Hall'. It is considered that this is one of a number of public benefits that will be delivered by the scheme.

35. The existing hospital is a disjointed building with inefficient and uncoordinated spaces for patients and staff. It is considered that the proposal will benefit the health and wellbeing of the local community and contribute to the revitalisation of Altrincham Town Centre by adding to the town centre offer, improving footfall and with public realm improvements and provision of community facilities. It will also add vitality to an existing underused area, support economic growth, create approximately 750 jobs and provide necessary infrastructure which is consistent with Policies W1 and W2 of the Core Strategy.

36. With regard to the adjacent listed building, the Market House, it is considered that the proposed development would have a positive impact on the setting of this building when compared with the existing negative impact of the outpatients building and therefore this is also a public benefit of the scheme. Given the distances, intervening buildings and the retention of the façade of the original building it is not

considered that the development would have a material impact on the setting of the listed buildings on Normans Place.

37. Views of the site from The Devisdale and The Downs Conservation Areas will be materially altered, however the main positive contributor to these views on the site at the present time is the original hospital building and this will be retained in a similar location to the present time. While the fabric of the new building will be visible beyond it is not considered that this would have an unduly dominant impact on views from the adjacent Conservation Areas, particularly in view of the lightweight nature of the top floor.
38. The proposed building is a substantial building, taller than the surrounding buildings, however it is considered to be of a high quality design and as a new purpose built healthcare and community facility for Altrincham would be a landmark building. The size is driven by the constrained footprint of the site and the floorspace requirements of the future users of the site and as such it is not considered that the public benefits it brings would be achievable with a material reduction in floorspace which would be required to remove a floor. Without this redevelopment the site would continue to be an eyesore and due to its current vacancy would likely fall further into further disrepair which may jeopardise the long term retention of the façade of the original hospital building. For the foregoing reasons it is concluded that the level of harm identified is demonstrably outweighed by the public benefits of the proposal which could not be otherwise achieved and therefore is compliant with the requirements of the NPPF.
39. The comments made by EH regarding a condition requiring an archaeological evaluation report are noted, however GMAAS (Greater Manchester Archaeological Advisory Service) advises there is no reason to seek to impose any archaeological requirements upon the applicant and it is therefore not considered that such a condition would be reasonable based on the advice from GMAAS.

HIGHWAY ISSUES

40. The Transport Assessment submitted in support of the application concludes that *'with the provision of the mitigation measures as proposed, the Development will not have a significant detrimental impact on the function of the local highways network or the transport network generally. The measures proposed as part of the Development works will result in an enhanced public realm in the vicinity of the development encouraging people to walk, cycle and spend time outdoors and resulting in a net positive impact in terms of transport and movement.'*
41. Following the initial consideration of the application the LHA requested additional information regarding car parking numbers and justification, Trip Rates, Junction Modelling and Vehicle Access.

42. The applicant has indicated that some visitors to the development travelling by car would park in the designated basement car parking facility accessed off Greenwood Street which would accommodate two way vehicle movements post development. Others will park within one of the existing town centre car parks which have been shown through survey to have significant capacity or they will travel by public transport, on foot and by bicycle.
43. With regards to car parking, the applicant has provided survey data within the Transport Statement which demonstrated that there was spare capacity in the various Town Centre car parks within a half kilometre walking distance from the site. It is accepted that some patients, visitors and staff will park within these car parks and walk to the Health Centre however, the LHA requested additional information on how the proposed numbers were calculated and how the split for patient / visitor and staff spaces was determined.
44. The additional information provided by the applicant states that parking spaces at the development have been kept intentionally low to encourage visitors, patients and staff to use sustainable alternatives or make use of the surrounding car parks to help drive down the number of vehicle trips into the centre of the town.
45. The LHA is supportive of this arrangement and would seek to compliment this approach with the required submission of a full travel plan. It is therefore recommended that a planning condition requiring that the submitted framework travel plan is produced and extended to a full travel plan within six months of the development becoming operational is attached to any approval. Parking bays and aisle widths within the car park are considered acceptable. It is also noted that there was no dedicated patient parking at the Altrincham General Hospital when it was in operation.
46. Further justification of the trip rates used within the transport study has been provided and these details are considered to be satisfactory.
47. The requested modelling of the junction using the industry standard PICADY junction modelling software is acceptable. The model results shows that satisfactory capacity can be maintained at the Regent Road / New Street junction with the development in place and two-way priority introduced to Greenwood Street.
48. The LHA recommended that the proposed loading bay in Greenwood Street be relocated as the on-carriageway location would have an adverse impact on vehicles entering and leaving the development's basement car park. A revised site layout has been submitted and the amended location of the loading bay is considered appropriate however; the size of the facility would be insufficient to accommodate a regular sized lorry.

49. The LHA would therefore suggest that this facility is designed as an area of carriageway where vehicles can stop for short periods to pick up or drop off patients/visitors without obstructing through traffic travelling on to the car park.
50. An appropriate Traffic Regulation Order would need to be introduced to the facility which prevents it being used as a long-stay parking place for disabled drivers. This could be accomplished through the introduction of no waiting at any time (double yellow lines) and a loading ban.
51. The details of the proposed 'drop-off' facility will therefore be required to be submitted for approval along with the proposed highway detail designs including proposed materials and trees to be included in the highway, as part of the s278 requirement pursuant to the Highway Act 1980 and, prior to the LHA granting any technical approval of the highway proposals.
52. It should be noted by the applicant that the LHA will require that a minimum footway width is maintained 'behind' the proposed drop-off facility and that this may necessitate that an area of 'development land' is dedicated as highway to maintain an appropriate footway width.
53. Concerns raised by residents on Market Street regarding the potential loss of resident parking permit spaces is noted and these have now also been included on the revised site layout.
54. The LHA recommend that a Construction Management Plan, a Car Park Management Strategy, a Car Park Signage Strategy, refuse and servicing details to be included in a Waste Management Plan and a full travel plan are included as conditions of any approval. The LHA therefore conclude that subject to these conditions, the application is compliant with the provisions of Policy L4 of the Trafford Core Strategy.

IMPACT ON AMENITY

55. Whilst the area around the former hospital site is predominantly in commercial use there are a number of residential properties in the vicinity, including some opposite the site on Market Street and Greenwood Street.
56. In relation to residential amenity, Policy L7 of the Core Strategy states development must not prejudice the amenity of the occupants of adjacent properties by reason of being overbearing, overshadowing, overlooking or visual intrusion.
57. Whilst there is no doubt that the proposed building would be substantial and busy in nature any impacts must be assessed against the impacts of the existing structure on site.

58. The general hours of operation applied for the proposed uses are 6am - 11pm seven days a week. However there is a limited out of hours service area proposed which would be accessed from Market Street. It is noted that this is a town centre site with associated existing night –time activity. It is not envisaged that the 24 hour medical provision would result in material noise or nuisance as it would not be as busy as daytime levels of activity and it operates from a limited floor area within the site which restricts the number of patients who could be seen. It is also noted that there were no hours restrictions on the operation of the previous Altrincham General Hospital which was also largely accessed from Market Street. It is not therefore considered that the situation would be materially worse than the long established use although conditions are recommended to restrict hours of operation for deliveries and waste collections to prevent disamenity to adjacent residents from larger, potentially noisy vehicles at anti-social times.
59. The development would retain minimum distances of 18 metres to the front elevation of properties on Market Street to the northwest and 10 metres to the front elevations of properties on Greenwood Street to the southeast. The properties opposite the site to the northeast and southwest are in commercial use.
60. While the distances to the properties to the north are substandard in terms of privacy distances, there is a long established relationship between the front elevations of the residential properties on Market Street and the hospital building. There are numerous clear glazed windows in the northwest elevation of the hospital at present and it is also noted that the houses on Market Street are slightly elevated in relation to the hospital building as land levels fall between Market Street and Greenwood Street. The historic fabric of the original hospital would be moved closer to Market Street than at the present time and this would bring the building slightly closer to the houses opposite but this is a town centre site where established distances between historic buildings are frequently below current standards and it is noted that no objections have been received from residents on Market Street on the grounds of loss of privacy. Consequently, it is considered that the relationship is acceptable and in accordance with the provisions of Policy L7.
61. Concerns have been raised by residents on Greenwood Street regarding overlooking and loss of privacy due to the areas of glazing on the southeastern elevation of the development. It is the case that the distances between the proposed areas of glazing and the windows in the front elevations of Greenwood Street are substandard and that the building is taller than at present. However, it is noted that at the present time there are large clear glazed windows in this elevation of Altrincham General Hospital at first and second floor level which look into the properties on the opposite side of Greenwood Street so there are existing established privacy levels. In addition, the new building would be set 1.6metres further away from the properties opposite than the existing building and this will be lessen the impact somewhat due to the increased separation. It is also considered that views from the fourth floor would be difficult due to the distances involved and the steep angle of vision which would result in restricted views. However it is

accepted that the larger areas of glazing proposed may lead to a perception of increased loss of privacy and as such a revised elevation has been provided which indicates that not all glazing would be transparent. Approximately 2/3 of the glazed elements would be opaque on the inside of the inner face of the glazing. The nature of the opaque treatment is for indicative purposes only and can be conditioned to ensure clarity when the internal layouts are finalised. In addition all consult exam rooms and treatment rooms overlooking Greenwood Street will have to be opaque for privacy and dignity issues.

62. Concerns have also been raised by occupiers of residential properties at No's 4a and 12 Greenwood Street regarding the increased height of the building and the impact this would have on their properties as a result of overshadowing and loss of light and outlook.
63. Further to these concerns the architect has submitted four additional drawings which indicate the existing and proposed views from No's 4 and 12 and sections through No's 4 and 12 and the existing and proposed elevations.
64. The sections indicate that although the building is higher, the majority of the parts of the building that are higher (the fourth floor) are entirely glazed and lightweight. In addition the building would be set back from the original location by approximately 1600mm, thereby reducing the impact and has a much greater reflectance value due to the amount of glazing when compared to the existing elevation onto Greenwood Street which is predominantly brick and therefore heavier in appearance. As a result of these factors it is not considered that the impact would be materially greater than the existing situation on site due to the design, siting and materials proposed.
65. With regard to the issue of potential glare as a result of the increased area of glazing on the building, the applicants are aware of the need to use glazing which will minimise glare and this can be controlled through the materials condition.
66. Concerns have also been raised along similar lines from the occupiers of commercial premises on Greenwood Street. However commercial properties are not afforded the same levels of amenity protection as residential properties. Notwithstanding this, for the reasons set out above in relation to the impact on residential amenity it is considered that the impacts would be acceptable.
67. Greenwood Street is currently an underused side of the building which lacks natural surveillance and as a result Greenwood Street appears largely one sided in terms of activity with only emergency and servicing vehicles accessing the site from this side when the hospital was in operation. It is considered that there would be benefits to local businesses on the adjacent streets as a result of an improvement in the environment of the area and an increase in footfall as a result of visitors to the Health and Wellbeing Hub, Library and café.
68. The impact on property values is not a material planning consideration.

Construction

69. Occupiers of adjacent properties have raised concerns about the construction phase of the development in terms of the impact on amenity as a result of noise, safety, traffic, air pollution, access, structural issues, flooding and the impact on public services.
70. The applicant's agents have stated that the successful contractor will be subject to a pre-qualification questionnaire one of the issues covered would be that the contractor has to score between 35-40 on the Considerate Contractors scheme, and must provide evidence of this from a previous scheme. A construction management plan condition is recommended to ensure that potential impacts associated with the construction phase of development are managed appropriately.
71. Concerns have been raised regarding noise during construction works. Details of hours of construction works would be included in the construction management plan however, the impact of this is temporary in nature and if construction noise becomes a serious problem, this can be investigated by the Pollution and Licensing Section under the relevant legislation. It is not reasonable to refuse development on the basis of the noise of construction work as this is common to all new development and is temporary in nature.
72. With regard to air pollution, a dust management plan will be included within the required construction management plan to protect residential amenity during the construction period.
73. The impact of any excavation work on the stability of adjacent residential properties is not a material planning consideration in this case. Any issues that do arise would be the responsibility of the developer.

PUBLIC REALM / LANDSCAPING

74. Redevelopment of the public realm around the former hospital site is considered important in terms of improving the pedestrian environment to encourage movement around the area, enhance the public realm and improve the setting of the Conservation Area.
75. At the present time the public realm around the hospital site is poor with limited landscaping, poor finishes and lack of pedestrianised areas.
76. Pott Street currently falls by around 1.2 m in height between Market Street and Greenwood Street. Traders at the Market tend to face inwards rather than outwards onto the street due to limitations caused by the narrow path and wide highway.

77. It is considered that the proposed new square, closure of Pott Street to traffic, improvement in the quality of finishes and additional street trees would all lead to increased use of the public realm and an improvement to the character and appearance of the Conservation Area.
78. The north-eastern elevation of the building has been designed to provide direct access to Pott Street and thereby increase interactivity. At ground floor the building has been set back 6 metres from the upper levels of the building to provide a useable covered space for the library and cafe to which there is level access from Market Street and a stepped approach from Greenwood Street. A water feature is proposed as well as stone seating plinth and there is also a proposal for a piece of sculpture, all to provide an identity for the square and associated civic functions.
79. A line of semi-mature Liquidambar trees are proposed to Greenwood Street and a single specimen tree (a semi mature London Plane) is proposed on the Pott Street square. Cycle storage would also be introduced within the square and on Market Street. The stone wall around the Market Street and Regent Road boundaries is to be retained with a landscaped area behind similar to the existing arrangement. Specific details of planting, finishes and features can be dealt with under the provisions of the recommended landscaping condition. These works are considered to represent a significant improvement to the built environment and are compliant with the provisions of L7 and R1 of the Core Strategy.

ECOLOGY

80. The bat surveys submitted conclude that the building has negligible to low bat roosting potential. A few potential bat roosting opportunities were noted and, as with all buildings of this age/condition, the presence of bats on a transitional basis cannot be fully discounted. However, no signs of bats/bat roosts were recorded and based on the urban location of the building and the lack of connectivity with suitable bat foraging habitat, the risk of occupation by bats within the building is considered to be sufficiently low. It is recommended that a precautionary approach is adopted during demolition as per the original bat survey report. The GMEU are satisfied with the assessments carried out and raised no objection to the proposals subject to the conditions regarding bats and nesting birds set out under the 'Consultations' section above. The application is therefore considered to be compliant with the provisions of Policy R2 of the Core Strategy.

OTHER MATTERS

Consultation

81. Pre-application engagement with stakeholders and the public is encouraged in relation to major applications. This application has been accompanied by a Statement of Community Involvement. This sets out that a public exhibition was held at Altrincham Town Hall over 2 days in August 2015. 59 invitations were sent to

businesses, residents and local Councillors and a press release was issued about the exhibition which resulted in articles in Altrincham Today and Sale & Altrincham Messenger websites. As a result 209 people attended over the 2 days including local councillors, representatives of residents groups and the general public. 88 feedback forms were completed representing almost 42% of attendees. 95% of the respondents indicated they 'definitely agreed' or 'agreed' with the statement. 'I like the overall look and design of the new building'.

Contamination

82. The Pollution and Licensing section consider that as the development is within approximately the same footprint as the existing building and that there are no areas of soft landscaping where people could be exposed to any potential contamination the submission of Phase 1 and Phase 2 reports is not deemed necessary. The protection of the construction workers from any contamination is the main risk, and should be conditioned accordingly.

Crime and Security

83. A Crime Impact Statement has been prepared by GM Police Design for Security in relation to this application. This concludes that the development has been assessed against the principles of 'Crime Prevention through Environmental Design' (CPTED), in order to reduce the opportunities for crime and the fear of crime. With a few minor additions the scheme has been found acceptable.

84. They therefore recommend that a planning condition is added that reflects the physical security specifications and recommendations contained within the submitted Crime Impact Statement and Secured by Design standards. On this basis the proposal is supported by the Police and is compliant with Policy L7 of the Core Strategy.

Flood Risk and Drainage

85. The site is located within Flood Zone 1 and is therefore considered to be at low risk of flooding. The NPPF Technical Guide classifies the flood risk vulnerability of "Hospital" and "Non-residential uses for health care" as 'more vulnerable' uses and Table 3 of the Technical Guide indicates that such development is compatible with Flood Zone 1.

86. All forms of flood risk to the site have been assessed within the submitted Flood Risk Assessment and it has been determined that there is generally a low risk of flooding to the proposed development. There is however currently a high risk of flooding from surface water at the existing access point where levels fall into the site away from the prevailing level on Greenwood Street. As such any significant overland surface water flow along Greenwood Street could result in water entering the site at this

location. This risk will need to be mitigated through the detailed design of the new car park access.

87. A sustainable urban drainage system will be incorporated into the design of the development to improve water efficiency and reduce surface water runoff. The proposed surface water drainage strategy will ensure that there is no increase in surface water run-off from the site in the 1in100yr (+cc) storm event and that there is no increased risk of flooding elsewhere.
88. No comments have been received from the Environment Agency to date, however the Lead Local Flood Authority have assessed the submitted information and they have recommended a drainage condition.
89. On this basis, it is considered that the development proposals are in accordance with Policy L5 of the Trafford Core Strategy in relation to Flood Risk and Surface Water Management.

Sustainability

90. The application is accompanied by a Carbon Budget Statement and the building has been designed to minimise energy usage and carbon emissions with a number of sustainability features such as high performance glazing and adequate insulation. It is also noted that the development would be situated on a previously developed brownfield site in a sustainable town centre location. The development seeks to achieve a 'Very Good' BREEAM (Building Research Establishment Environmental Assessment Methodology) rating and is therefore considered to be in accordance with Policy L5 – Energy of the Trafford Core Strategy.

CONCLUSION

91. The former Altrincham Hospital site has not been in use since the transfer of services and staff to the new hospital site on Railway Street last year and is currently redundant. The site is in a prominent location within Altrincham Town Centre. Although the original hospital building at the south-western corner of the site has historic merit the majority of the site does not contribute positively to the town centre or Conservation Area as a result of the significant alterations carried out during the 20th Century. If the site is not redeveloped it will fall into disrepair and become detrimental to the character of the area. The principle of the redevelopment of the former hospital site as a Health and Wellbeing Hub with associated community and commercial services is strongly supported by National and Local policy and public consultation carried out prior to the submission of the application indicate that the general public are generally supportive of the proposed scheme.
92. A number of out-dated and unattractive buildings will be replaced with a high quality modern hub for the people of Altrincham and the façade of the original hospital building, valued for its heritage value, will be retained and brought back into full use.

The improvements to the Pott Street area will improve links to the Market and wider town centre. Concerns have been raised, most notably by Historic England, about the scale and some aspects of the design of the development. However for the reasons outlined in the report it is not considered that this outweighs the undoubted benefits of this scheme to the local environment and the future users of this facility.

93. Therefore weighed against this less than substantial harm are the proposals for the hospital site as a whole which it is considered are in accordance with the Core Strategy which states that the *'future viability of town centres will depend on securing the right mix of retail, services, cultural and community facilities and housing'*. It is therefore considered that the public benefits of the proposal in terms of the revitalisation of the hospital site generally and the contribution this will make towards the regeneration of Altrincham town centre outweigh the less than substantial harm identified above and is therefore compliant with the NPPF. In reaching this decision due regard has been given to S72 of The Planning (Listed Buildings and Conservation Areas) Act 1990 and Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It is considered that on balance the application would be in accordance with relevant Local and National policies.

DEVELOPER CONTRIBUTIONS

94. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'public or institutional facility' development; consequently the development will be liable to a CIL charge rate of £0 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

95. No other planning obligations are required.

RECOMMENDATION: GRANT subject to the following conditions:-

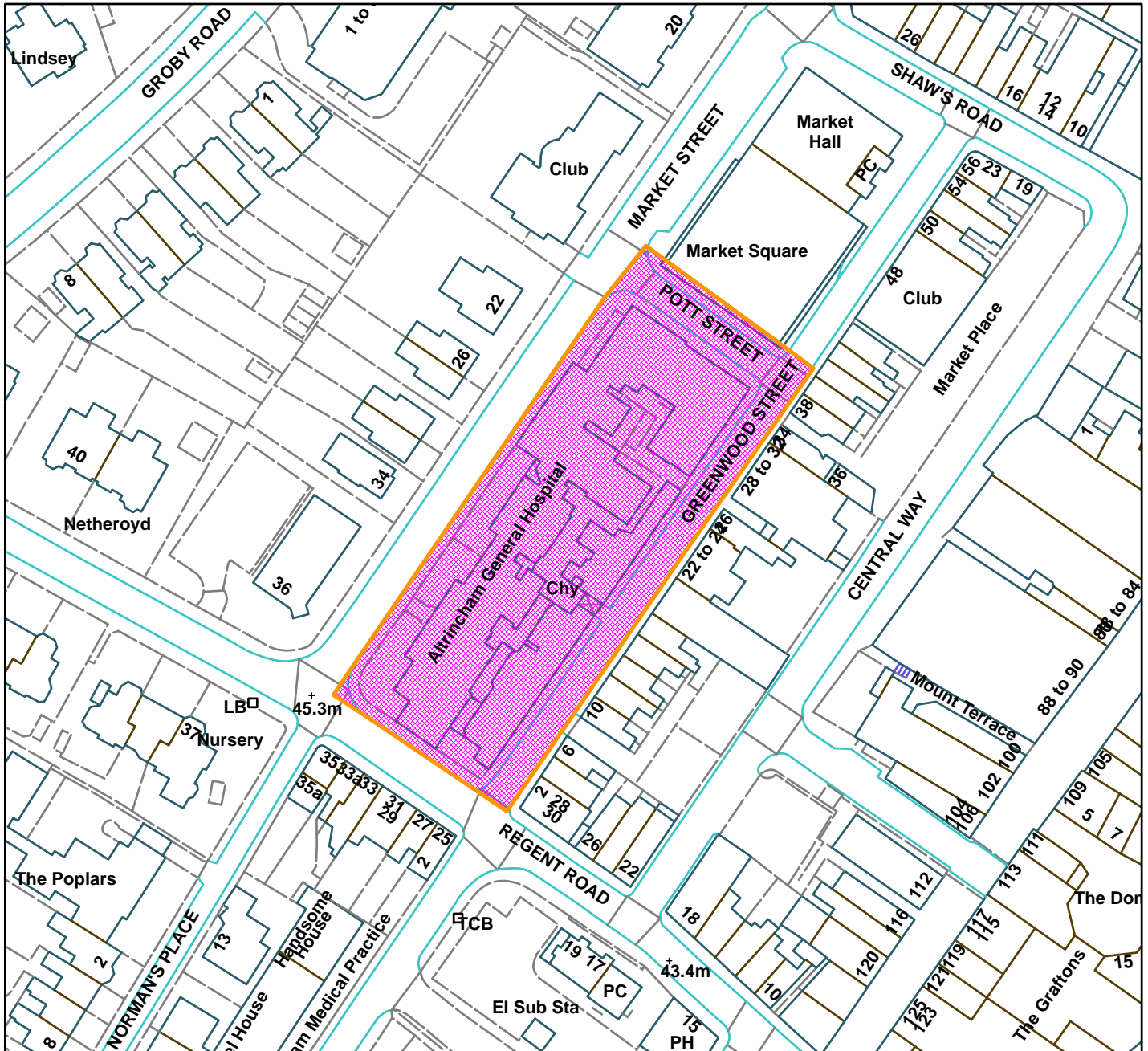
1. Standard Time
2. Compliance with plans
3. Materials (Conservation)
4. Landscaping
5. Method Statement for demolition, storage and reconstruction of hospital facade
6. Car Park Management scheme
7. Car Park signage scheme
8. Construction Management scheme including Dust Management Plan
9. Mitigation measures in noise impact assessment to be implemented
10. Noise levels for plant and machinery
11. Details of the fume extraction system
12. Restriction of hours of deliveries and waste collections (not permitted between the hours of 2100hrs -0700hrs Sunday to Thursday, 2100hrs -0800hrs Friday, and 2100-1000hrs Saturday)

13. Obscure glazing details (type and locations on obscure glazing on Greenwood Street elevation).
14. Lighting scheme (external)
15. Travel Plan
16. Cycle Parking
17. Contamination
18. Drainage
19. Foul and Surface water drainage to be on a separate system
20. In accordance with crime impact statement recommendations
21. Waste Management plan
22. Demolition in accordance with bat survey
23. If demolition does not commence before April 2016 further bat surveys required
24. Bird Nesting

JJ



Former Altrincham General Hospital, Market Street, Altrincham.



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	11th February 2016
Date	28/01/2016
MSA Number	100023172 (2012)

Application for variation of condition 2 on planning permission 84225/FUL/14.(Demolition of existing vacant single storey school buildings and construction of a new single storey school for pupils with special educational needs aged from 11 to 16 and Post 16 to 25 years. Retention and widening of existing vehicular access from Cherry Lane and associated alterations to existing car park, open space (including retention of sports pitch) and landscaped areas. Part retention and part new security fencing to site boundary and between school and grassed areas; erection of 4m and 6m high lighting columns; CCTV and other associated works). To include proposed additional cycle/trike track and associated steel lock up structure.

Cherry Manor Centre, Cherry Lane, Sale, M33 4GY

APPLICANT: Trafford Amey

AGENT: Ansell & Bailey LLP

RECOMMENDATION: GRANT

SITE

The application site prior to demolition comprised two vacant primary school buildings located on the north side of Cherry Lane. These buildings were however demolished as a consequence of implementing planning permission reference number 84225/FUL/14. The school had a grassed area for recreational use to the north and west side of the school buildings and a hard surfaced play area to the north side of the buildings. The grassed recreational area includes a football pitch that is regularly used by Sale United.

To the north and west side of the site is a public footpath leading to residential housing to the north and west of the site. To the east side of the site is an existing primary school, St Margaret Ward RC Primary School. To the south of the site are residential houses on Cherry Lane and beyond.

PROPOSAL

This application has been made under Section 73 of the Town and Country Planning Act 1990. Section 73 allows applications to be made for permission to carry out a development without complying with a condition(s) or to vary condition(s) previously imposed on a planning permission. A Section 73 planning permission is the grant of a

new planning consent. However, the original planning permission continues to exist whatever the outcome of the application made under Section 73.

Planning permission was granted under 84225/FUL/14 in February 2015. The current application seeks to vary condition 2 attached to the original approval to allow a proposed additional cycle/trike track and associated steel lock up structure in the north west corner of the playing fields. This is the only change proposed as a consequence of this application.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 1st April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 and OSR8– Protection of Open space

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

84225/FUL/14 - Demolition of existing vacant single storey school buildings and construction of a new single storey school for pupils with special educational needs aged from 11 to 16 and Post 16 to 25 years. Retention and widening of existing vehicular access from Cherry Lane and associated alterations to existing car park, open space (including retention of sports pitch) and landscaped areas. Part retention and part new security fencing to site boundary and between school and grassed areas; erection of 4m and 6m high lighting columns; CCTV and other associated works. Application approved 20/02/2015.

CONSULTATIONS

Local Highways Authority (LHA) – No objections

Pollution and Licensing (Noise/Nuisance) - No objections

Strategic Planning - No objections

GMP (Design for Security) - No objections

Sport England - No objections

Trafford Drainage – No objections.

Electricity North West - The development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets. The applicant must ensure the development does not encroach over either the land or any ancillary rights of access or cable easements. Great care should be taken at all times to protect both electrical apparatus and any personnel working in its vicinity.

United Utilities – None received at time of writing report. Any received will be included in the Additional Information Report.

REPRESENTATIONS

72 neighbours were consulted about the application. Site notices were erected at the site and an advert placed in the local newspaper.

To date, no representations have been received.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Members will be aware that the approval of a Section 73 application grants a new planning permission in its own right. In terms of decision making, regard should be had to any changes on site or in the surrounding area and any changes to planning policy since the time of the original approval.
2. Since planning permission was granted, the new school building has been constructed and is nearing completion. The application was determined previously in accordance with the Trafford Core Strategy, the saved policies of the Revised Trafford Unitary Development Plan, relevant supplementary planning documents, all of which are still part of the Development Plan for the Borough and the National Planning Policy Framework.
3. The main planning issues considered under the original application were:-
 - Principle of development
 - Loss of open space
 - Need for additional Special Educational Needs school places
 - Design, visual amenity and impact on streetscene
 - Impact on residential amenity
 - Traffic generation and highways issues
 - Developer contributions
 - Drainage and flooding
 - Trees and landscaping
4. A revised site plan detailing the proposed cycle and trike track and a supporting cover letter have been submitted in support of this S73 application. Information submitted in support of planning application 84225/FUL/15 remains relevant to the determination of this application.
5. The matters listed above were considered by Members in the determination of the original application. There is no requirement to revisit these issues through the determination of this application other than where they are affected by the proposed variation. The key issues in the determination of this application relate to the following matters outlined below:
 - Loss of open space
 - Impact on design and appearance
 - Impact on residential amenity
 - Developer contributions

LOSS OF OPEN SPACE

6. Core Strategy Policy R5 states that *“Development which results in an unacceptable loss of quantity of open space, sport or recreation facilities or does not preserve the quality of such facilities will not be permitted.”* In particular CS Policy R5.2 and R5.4, state any loss of open space / outdoor sports facility would be seen as unacceptable and not permitted unless an *“area of equivalent or better quality in a suitable location to meet present and predicted future demand”* (Paragraph 25.17) is provided.
7. National Planning Policy Framework, paragraph 74, states *“Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: (1) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or (2) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or (3) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.”*
8. This application results in no changes to the sports provision already permitted under ref: 84225/FUL/14; the MUGA, outdoor gym, hydrotherapy pool, indoor hall and football pitch would all remain. This application relates only to the provision of an additional circular cycle and trike track in the north western part of the playing field. The proposed hardstanding tarmac track would have a maximum width of 1.4m with a grassed central area. This would be located on an area of grassland within the site, adjacent to the fenced off playing field and football pitch. The track would be solely used by the pupils of the school during term time. In addition to the track, the proposal includes the provision of a storage container to store related items for use on the track. This would measure 6058mm in length x 2438mm in width x 2591mm in height and would feature one external light above the double doors.
9. Sport England was consulted on the application and raise no objections to the scheme. The application was submitted with a supporting statement which indicates that a grassed area of the field is of very limited value to wheelchair users and so this effectively rules out over a third of the pupils at the school from using the area, as already approved. The proposed track would enable pupils to use this area of the school and it would enable third party use of the track, for example by other SEN schools. At present, the school must book the use of external tracks and provide travel to and from the facility off site. The proposed track on site would provide a dedicated and safe facility for SEN and vulnerable children to use under strict supervision. The proposed track would be the only one of its kind in the eastern part of Trafford Borough and the use of the

proposed track would make a positive contribution to the physical wellbeing of Brentwood School and other SEN pupils.

10. It is considered that this development will not result in an unacceptable loss of open space in accordance with Policy R5 of the Core Strategy and bullet point 2 of the NPPF. The school will benefit from the trike and cycle track and the adjacent football pitch will be unaffected and will remain open for community use, in accordance with conditions of the original consent. The track will be used as a hub for SEN schools within Trafford and Manchester and Sport England welcome the proposal as it represents a facility that is inclusive of all ages and abilities. The proposal is considered to be in accordance with Policy R5 of the Core Strategy and paragraph 74 of the NPPF.

IMPACT ON DESIGN AND APPEARANCE

11. Policy L7 of the Trafford Core Strategy states that in relation to matters of design, development must *'be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment and make appropriate provision for open space.'*
12. The proposed tarmac hard standing track would be a maximum of 1.4m wide and would be positioned in the north western corner of the site. It would be positioned approximately 5m from the western boundary and 4.5m from the northern boundary of the site and would not be illuminated. The associated storage container would measure 6058mm in length x 2438mm in width x 2591mm in height and would feature one external light above double doors. This would be positioned approximately 34m from the western boundary and 40m from the northern boundary, close to one of the central wings to the school. The container would be painted a green colour. A condition is recommended ensuring the dimensions and colour is in accordance with these details.
13. The proposed track and storage container would be in keeping with the rest of the school development, resulting in a modest structure and a small proportion of additional hard landscaping within the school grounds. It is not considered that the proposal would result in any adverse impact on the character of the area and the proposal would be accord with the aims of CS Policy L7.

IMPACT ON RESIDENTIAL AMENITY

14. The nearest residential properties to the proposed development are the houses on Catterick Avenue to the west and Epsom Avenue to the north. The proposed storage container would be positioned over 40m from the rear elevations of all the closest properties and it is not considered this would result in a detrimental impact on residential amenity. The container would feature a single light above

the double doors and given the distance from residential properties, it is not considered this would result in a material disturbance in terms of light pollution.

15. The proposed track would be located in an area of open grassland. It is not considered the use of a cycle and trike track in this location would result in a material increase in noise and disturbance, over and above the previous approval to warrant a refusal on these grounds. The existing area of grass could be utilised for sports and this could result in a level of activity and associated noise. On this basis, the use of the area for a cycle and trike track is not considered to be harmful to residential amenity, in the same way the existing use of the area is not.

DEVELOPER CONTRIBUTIONS

16. As in the original approval, educational development is not CIL liable; therefore the proposed development does not require any CIL contributions.

DISCHARGED CONDITIONS

17. It is important when considering an application to vary conditions that a Local Planning Authority is mindful of the six tests for the use of planning conditions, i.e. whether they are necessary, relevant to planning and the development to be permitted, enforceable, precise and reasonable in all other respects. When assessing this application to vary condition 2, the Local Planning Authority should take note, in particular, of whether the conditions as currently worded are necessary and reasonable.
18. A series of applications have been submitted to the Council to discharge conditions 3 (materials), 4 (landscaping), 5 (tree protection measures), 9 (construction management plan), 10 (contaminated land), 11 (removal of vents – bats), 13 (external lighting details), 15 (drainage), 17 (alternative sports provision) and 20 (travel plan). A number of these conditions have been discharged or part discharged and as such the conditions of the original approval have been amended to reflect the current position. Conditions 1 (time limit), 9 (construction management plan), 11 (removal of vents – bats), 12 (vegetation removal), 17 (alternative sports provision) and 18 (North West area of playing field to remain available for use as playing field) have been removed as they are no longer necessary or relevant to the consent. Most of these conditions related to the construction period of the development and therefore due to the scheme already being implemented and nearing completion on site, these are no longer necessary or relevant to the consent. Condition 18 related to a part of the playing field that would accommodate the proposed trike and cycle track. Therefore this condition is no longer necessary or relevant to the consent.

CONCLUSION/SUMMARY

19. It is considered that the proposed amendments and introduction of a cycle and trike track at the site will not have any adverse effect on the overall impact and quality of the development and there would be no detrimental impact on residential amenity. Condition 2 will be amended to include the updated site plan.

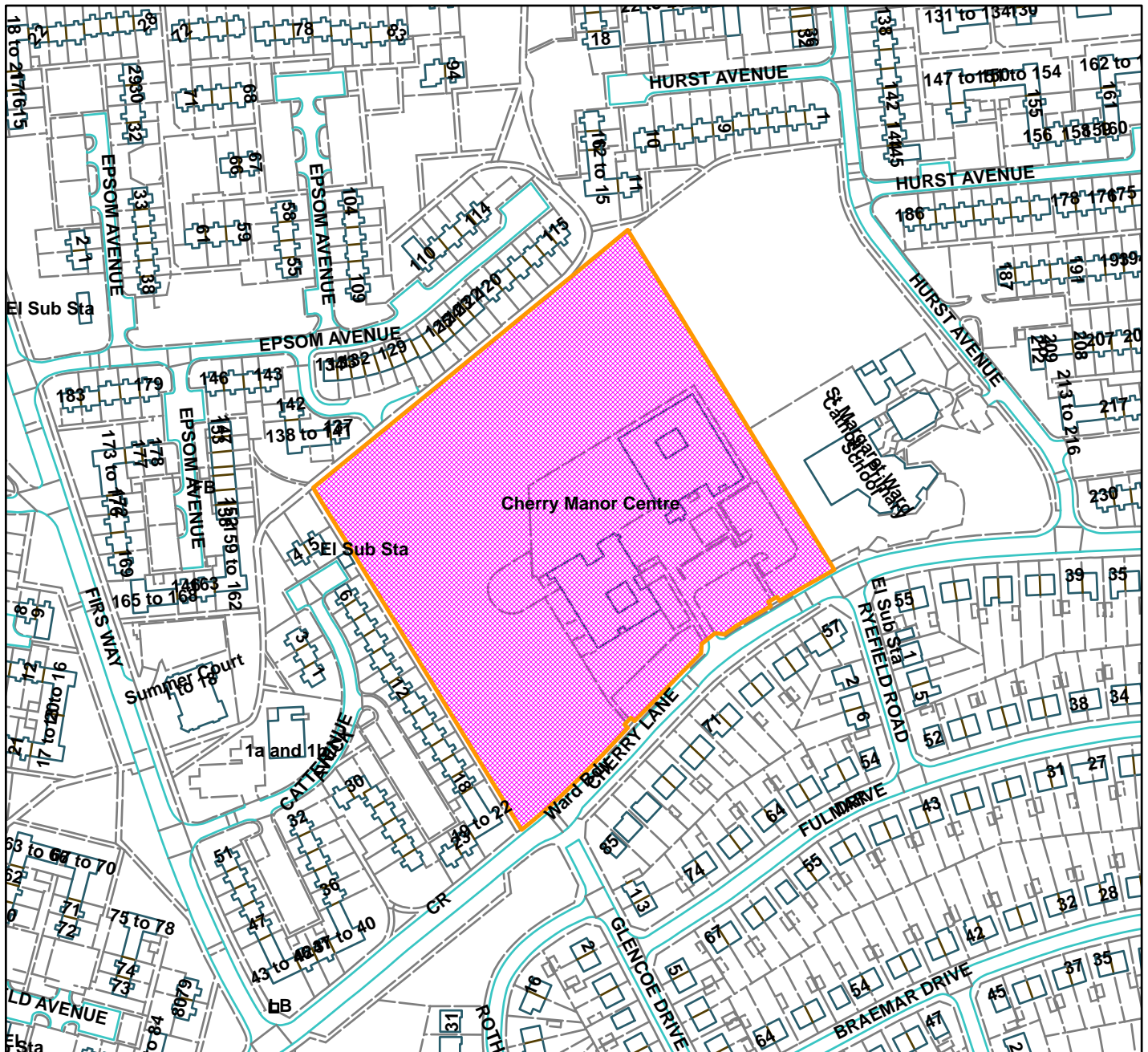
RECOMMENDATION: GRANT subject to the following conditions:

1. Approved Plans
2. Materials – to be implemented in accordance with approved details
3. Landscaping - in accordance with approved plans
4. Tree Protection - in accordance with approved plans
5. Retention of approved access, parking and turning facilities
6. Management plan for out of school hours activities (including hours of use of buildings and external pitches)
7. Submission of cycle and motor cycle parking facilities
8. Contaminated Land - in accordance with approved details
9. External lighting details in accordance with approved details
10. Compliance with details of noise survey for plant
11. Drainage - in accordance with details on approved plan
12. Notwithstanding the position of the fence as shown on drawing number BNS PLI 97 001 Rev P04 (titled 'Fencing and Boundary Treatments'), the fence to the west of the goal line of the football pitch shall be erected at least 3m away from the goal line, and the fence to the south of the side of the football pitch shall be erected at least 3m from the touch line. The football pitch itself shall not be reduced in size to accommodate the specified runoffs.
13. Community use agreement to be submitted and approved in writing by the Local Planning Authority (after consultation with Sport England) and implemented.
14. Travel Plan - in accordance with approved details
15. Storage Container - in accordance with approved details

LB



Cherry Manor Centre, Cherry Lane, Sale (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 11/02/2016
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