



**AGENDA PAPERS FOR
PLANNING DEVELOPMENT CONTROL COMMITTEE**

Date: Thursday, 12 February 2015

Time: 6.30 pm

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

AGENDA	PAGES
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 8 th January, 2015.	2
3. ADDITIONAL INFORMATION REPORT	
To consider a report of the Head of Planning Services, to be tabled at the meeting.	
4. APPLICATIONS FOR PERMISSION TO DEVELOP ETC.	
To consider the attached reports of the Head of Planning Services.	4
5. PROPOSED STOPPING UP OF HIGHWAY AT BLAIR STREET AND SHREWSBURY STREET, MANCHESTER M16 9AX	
To consider the attached report of the Head of Highways, Transportation, Greenspace and Sustainability.	5

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6. URGENT BUSINESS (IF ANY)

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

THERESA GRANT

Chief Executive

Membership of the Committee

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

Further Information

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

Michelle Cody, Democratic Services Officer

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This agenda was issued on **Tuesday, 3 February 2015** 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

8th JANUARY, 2015

PRESENT:

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

In attendance: Head of Planning Services (Mr. R. Haslam),
Development Control Manager (Mr. D. Pearson),
Senior Development Control Engineer – Traffic & Transportation (Ms. M. Zenner),
Head of Legal – Environment (Mr. L. Patel),
Solicitor (Mrs. C. Kefford),
Democratic Services Officer (Miss M. Cody).

Also present: Councillors Baugh, Brotherton and Myers.

APOLOGIES

An apology for absence was received from Councillor Mrs. Ward.

49. MINUTES

RESOLVED: That the Minutes of the meeting held on 11th December, 2014, be approved as a correct record and signed by the Chairman.

50. ADDITIONAL INFORMATION REPORT

The Head of Planning Services 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.

51. APPLICATIONS FOR PERMISSION TO DEVELOP ETC.

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

Application No., Name of Applicant, Address or Site

Description

84110/FULL/2014 – Ms. G. Worth –
33a Hawthorn Court, Hawthorn
Road, Hale.

Demolition of existing commercial units and erection of detached dormer bungalow with associated parking and landscaping.

84118/FULL/2014 – Trafford
Council (Mr. Andy Warrington) –

Erection of single storey, 2 storey and 3 storey extensions to school to include

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8th January, 2015

Oldfield Brow Primary School,
Taylor Road, Altrincham.

creation of additional classrooms and internal courtyard, extension to existing hall and kitchen and remodelling of existing spaces. Creation of car parking area on eastern side of site and alterations to vehicular and pedestrian accesses. Erection of canopies to side and rear, landscaping including living wall, bin stores and marking out of sports pitches / play areas. Removal of existing portacabin buildings.

52. APPLICATION FOR PLANNING PERMISSION 83878/FULL/2014 – M60 SELF STORAGE – 57 WAVERLEY ROAD, SALE

[Note: Councillor Whetton declared a Personal Interest in Application 83878/FULL/2014, as his step-daughter lives in the vicinity of the application site.]

The Head of Planning Services submitted a report concerning an application for planning permission for the use of land and existing building for storage, including the provision of storage containers. External alterations to existing building.

RESOLVED: That planning permission be granted subject to the conditions now determined with the following amendment to condition 6:-

6. Hours of opening – 07:00-19:00 Monday to Saturday, 08:00-17:00 Sundays and Bank Holidays.

53. APPLICATION FOR PLANNING PERMISSION 83886/HHA/2014 – MR. M. GOLDSTONE – SPRINGVALE, WICKER LANE, HALE BARNES

The Head of Planning Services submitted a report concerning an application for planning permission for the erection of first floor rear extension; single storey side extension; rear orangery extension following demolition of existing rear conservatory and demolition of existing side conservatory.

It was moved and seconded that planning permission be granted.

The motion was put to the vote and declared lost.

RESOLVED: That planning permission be refused for the reasons now determined.

54. APPLICATION FOR LISTED BUILDING CONSENT 83887/LB/2014 – MR. M. GOLDSTONE – SPRINGVALE, WICKER LANE, HALE BARNES

The Head of Planning Services submitted a report concerning an application for Listed Building Consent for the erection of first floor rear extension; single storey side extension; rear orangery extension following demolition of existing rear conservatory and demolition of existing side conservatory.

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It was moved and seconded that Listed Building Consent be granted.

The motion was put to the vote and declared lost.

RESOLVED: That Listed Building Consent be refused for the reasons now determined.

The meeting commenced at 6.30 p.m. and concluded at 7.50pm

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PLANNING DEVELOPMENT CONTROL COMMITTEE – 12th FEBRUARY 2015

REPORT OF THE HEAD OF PLANNING SERVICES

APPLICATIONS FOR PERMISSION TO DEVELOP, ETC.

PURPOSE

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

RECOMMENDATIONS

As set out in the individual reports attached.

FINANCIAL IMPLICATIONS

None unless specified in an individual report.

STAFFING IMPLICATIONS

None unless specified in an individual report.

PROPERTY IMPLICATIONS

None unless specified in an individual report.

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

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 – 12th February 2015

Report of the Head of Planning Services

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
79692	Boothroyd, 281 Washway Road, Sale	Brooklands	1	Grant
83048	2 Ashlands and 43 Ashton Lane, Sale	Ashton on Mersey	4	Grant
84220	Land at City Road/Lucy Street, Old Trafford, M15 4DE	Clifford	23	Grant
84225	Cherry Manor Centre, Cherry Lane, Sale, M33 4GY	St Mary's	36	Grant
84294	Land bounded by Ayres Road, South Croston Street, Shrewsbury Street, Old Trafford, M16 7WY	Clifford	51	Grant
84381	Crosbie Coatings Ltd, 28 Wood Lane, Partington, M31 4BT	Bucklow St Martin's	58	Grant
84427	31 Grove Lane, Hale, WA15 8JF	Hale Central	69	Grant
84555	Wellington School, Wellington Road, Timperley, WA15 7RH	Timperley	77	Refuse

WARD: Brooklands

79692/FULL/2013

DEPARTURE: No

FORMATION OF 2 X TWO-BEDROOM SUBTERRANEAN DWELLINGS ON LAND IN FRONT OF BOOTHROYD HOUSE, COVERED BY LANDSCAPED MOUNDS AND ACCESSED VIA EXTERNAL STAIRCASE INTO PRIVATE LIGHTWELL, WITH ASSOCIATED ALTERATIONS TO CAR PARKING LAYOUT AND SOFT LANDSCAPING.

Boothroyd, 281 Washway Road, Sale

APPLICANT: Boothroyd Sale Ltd.

AGENT: High Cross Construction UK Ltd.

RECOMMENDATION: GRANT

ADDENDUM REPORT

Committee were minded to approve the application on 14th March 2013 subject to contributions of £12,940.60 being secured through the use of a S106 legal agreement, and comprising of:-

- **£106 for Highways & Active Travel Infrastructure;**
- **£322 for Public Transport Schemes;**
- **£620 for Specific Green Infrastructure;**
- **£4,360.65 for Spatial Green Infrastructure, Sports & Recreation;**
- **£7,531.95 for Education Facilities;**

However the legal agreement was not completed prior to the introduction of Trafford's Community Infrastructure Levy (CIL) on 7th July 2014. Therefore in line with the CIL Charging Schedule and revised SPD1: Planning Obligations (2014), this proposal will be subject to CIL at a rate of £40per square metre, and a section 106 agreement will no longer be required. It is considered that there have been no other material changes in circumstances since the previous committee resolution.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time limit;
2. Compliance with all Plans;
3. Removal of PD rights (fences, sheds);
4. Materials for balustrade;
5. Landscaping;
6. Landscaping Maintenance;
7. Provision of Parking;
8. Retention of Parking;
9. Porous material for new areas of hardstanding;

- 10. United Utilities;
- 11. GMAAS conditions;

JK



LOCATION PLAN FOR APPLICATION No: - 79629/FULL/2013

Scale 1:1250 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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Demolition of existing buildings and erection of a part 3 and part 4 storey building to provide a 57 bed elderly care home (use class C2). Provision of parking facilities with access from Ashlands and landscaping of the site and ancillary facilities thereto.

2 Ashlands and 43 Ashton Lane, Sale

APPLICANT: New Care Projects LLP

AGENT: Street Design Partnership

RECOMMENDATION: GRANT

SITE

The application relates to a rectangular shaped site, situated to the south of Ashton Lane between its junctions with Queens Road and Ashlands. The site measures approximately 0.36 hectares in size. It comprises two properties, no. 43 Ashton Lane to the north and no. 2 Ashlands to the south. No. 43 Ashton Lane comprises a 1930's residential bungalow with detached garage which faces in an easterly direction towards Ashlands. No. 2 Ashlands is a large detached three storey Victorian property, which whilst currently vacant, was formerly occupied as a residential care home for the elderly. This building is in a particularly derelict state with its grounds substantially overgrown. Both properties are set within large gardens with mature trees and hedges defining the boundaries.

The site is situated within a residential area of Sale which is characterised by a mix of large detached and semi-detached residential properties, although there are also a number of large apartment/townhouse developments to the north fronting Ashton Lane. A Tree Preservation Order (No. 70) which extends the length of Ashlands, covers all trees within the application site and Tree Preservation order (No.345) relates to 43 Ashton Lane and covers a number of individual trees within the site.

PROPOSAL

This application proposes the demolition of both buildings and the erection of a detached elderly care home with accommodation spread over four levels (inc. part basement area).

Following the submission of this application subsequent plans were submitted proposing a number of changes to the scheme, as follows:-

- Provision of glazed links to separate main components of the building into four distinct elements.
- Reduced height of building towards the northern end of the site.

- Reduced built structure to south side of the site to improve relationship with southern boundary.
- Incorporate a more consistent design and use of materials throughout the building
- Revised parking layout to provide more parking.

The proposal includes 57 bedrooms with en-suites; the original submission had proposed 59 bedrooms. The basement area will accommodate a manager's office; staff room; laundry; plant; spa room; gym and a training room also to be used as a hair salon for residents. The ground floor area will accommodate the main lobby area; communal day room for residents and individual bedrooms. First floor will accommodate predominantly individual bedrooms, two smaller day room areas and a communal external terrace. Similarly at second floor are individual bedrooms and two day room areas.

A new vehicular entrance for the site will be provided towards the northern extremity of the site boundary facing towards Ashlands; the existing vehicular accesses to both individual properties to be closed and the openings made good as part of the overall landscaping proposals for the site. The original submission included 15 parking spaces; the applicant has now increased parking provision to allow for 22 car-parking spaces.

The total floorspace of the proposed development would be approximately 3,008.00 m²(GIA).

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
L7 – Design
L8 – Planning Obligations
R2 – Natural Environment
R3 – Green Infrastructure

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H7 – Accommodation for Elderly Persons

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

2 Ashlands

H/06545 – Change of use from three self-contained flats to private residential hotel. Granted January 1978.

H/06823 - Change of use from residential flats to private nursing home for elderly persons. Granted April 1978.

H/17900 – Continued use of private residential hotel for public functions and provision of additional car parking. Refused May 1983. Appeal allowed December 1983.

H/18598 – Retention of use of private residential hotel for public functions and provision of additional car parking. Refused December 1983.

H/19630 – Change of use from hotel to elderly persons' home Granted June 1984.

H/22035 – Erection of three storey side extension to provide nine additional single person bedrooms and ancillary facilities. Refused September 1985.

H/22887 – Erection of three storey side extension to provide nine additional single person bedrooms and ancillary facilities. Refused March 1986. Appeal allowed February 1987.

H/34922 – Erection of single storey side extension to form four additional bedrooms. Granted April 1992.

2 Ashlands and 43 Ashton Lane

H/70737 – Demolition of existing buildings on site and erection of a 75 bed residential care home (Use Class C2), associated car-parking, landscaping and development ancillary thereto – Refused 26/01/2010. A subsequent appeal Ref:APP/Q4245/A/10/2122590 was dismissed on 17th August 2010.

H/69096 – Demolition of existing buildings on site and erection of a 79 bed residential care home (use class C2), associated car-parking, landscaping and development ancillary thereto. Appeal submitted for non determination, planning committee resolution was to refuse the application; appeal was subsequently withdrawn 07/04/2009.

H/60461 – Demolition of existing building and erection of a part three and part four storey block of sheltered flats for the elderly, plus house manager's accommodation (total 47 units). Provision of parking facilities for 16 cars with access from Ashlands and landscaping of the site – Refused 02/12/2004 – Appeal submitted May 2005 (Public Inquiry) but subsequently withdrawn 18/12/2006.

APPLICANT'S SUBMISSION

The applicant has submitted a number of supporting documents as part of the planning application.

Design & Access Statement

Scheme improvements to address the issues raised by application H/70737. This results in a reduced footprint, reduced continuous build frontage, reduced elevations, increased interface distances, reduced perception of mass from adjoining sites, reduction in hardstanding, and reduction in rooms. In addition reduction of parking, vehicular movements and limitation of traffic to the "top" end of Ashlands, reducing impact upon residential amenity.

Ecology Report

Transport Assessment

Crime Prevention Plan

Community Involvement Statement - None undertaken – previous consultation undertaken with community during consideration of previous application.

Drainage/ Flood Risk

CONSULTATIONS

LHA - Following receipt of the revised plans the proposed development must provide 15 car-parking spaces, 3 disabled parking spaces (of the 15) are provided. 2 cycle parking spaces and 2 motorcycle parking spaces are provided which meets the Council standards. The proposals include 22 car-parking spaces which exceeds

the Council standards. Cycle parking provided is acceptable for short stay use but not for long stay parking for staff and therefore a secure compound or equivalent should be provided for staff use. The tandem car-parking spaces should be 10m in length and clearly marked for staff use only. The car-parking area meets the Council's dimension standards and provides a turning head which works acceptably for a fire tender and an ambulance as well as providing a pedestrian route from the main entrance.

A transport assessment has been undertaken for the site. It states that for servicing, the operator 'New Care' utilizes a private refuse collection service for all of their care home sites and that the standard size vehicle used for collections is a medium sized refuse vehicle. A swept path assessment of an ambulance and a fire tender has been provided, the LHA requests an updated swept path for a medium refuse vehicle is carried out to demonstrate that they can enter and leave the site in forward gear.

Trip assessment has been undertaken for the site which is deemed acceptable. Adequate drainage facilities or permeable surfacing to be used on the areas of hardstanding (to be dealt with by condition). A condition for a travel plan to be submitted. Further approval from the Councils streetworks section required by the applicant for any amendment of a pavement crossing under section 184 of the Highways Act 1980.

Electricity North West – No objections

Environment Agency – No comments to make

United Utilities – No objections subject to conditions.

Manchester Airport – No objections to the proposal with regards aerodrome safeguarding.

Greater Manchester Police - No objection in principle – Suggest a condition is attached that requires development to achieve secured by design accreditation.

Greater Manchester Ecology - An initial daytime survey was undertaken on 18th April, 2014, which comprised of an internal and external inspection of the buildings. No bats or signs of bats were found during the daytime survey, but the buildings were considered to have features which could potentially support roosting bats and further survey effort was recommended. Two dusk emergence surveys were undertaken (2nd July 2014 and 4th August 2014) and a dawn re-entry survey (10th July 2014). A single common pipistrelle bat was found to be roosting in (B1) the former nursing home. Consequently for any works that will disturb or result in the permanent loss of the roost to proceed lawfully a derogation from the provisions of the Habitats Directive in the form of a mitigation licence from Natural England will be required.

It is possible to obtain licences for activities affecting bats that would otherwise be in breach of the law. In the case of development works (including building demolition) a licence can be issued under Section 39 of the Conservation of Habitats and Species

Regulations 2010. Strict tests must be satisfied before Natural England will agree to issue such a licence. These tests are –

- That the development is to preserve public health or public safety or other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment
- That there is no satisfactory alternative
- That the issue of a licence will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.

The first two tests outlined above, are land use planning tests and should be considered by the Local Planning Authority.

It is our opinion that the roost in building (1) the former nursing home is of low conservation significance and therefore will not be detrimental to the maintenance of the population in Trafford. However, prior to development commencing a detailed method statement would need to be prepared and a mitigation licence obtained from Natural England. We would therefore recommend that the mitigation and compensation strategy (E)(E.1. –E.18) outlined in the report be implemented in full and a condition to this effect be attached to any permission, if granted.

REPRESENTATIONS

Cheshire Wildlife Trust – Need for additional bat survey.

Cllr Brian Rigby has objected to the proposal for the following reasons and has requested to speak at planning committee (these comments based on the original plans submitted):-

- Any commercial consideration should not be to the detriment of the location and/or existing neighbours.
- Proposed buildings are still extremely large in size (inc. height, design and position) and will impact on streetscene and local residents amenity
- Out of keeping with nearby residential buildings, would be over development and be prominent and intrusive within the streetscene.
- Existing problems with parking on Ashlands exacerbated by this proposal, and larger delivery vehicles may have difficulty accessing the site.

Cllr John Lamb has objected to the proposal for the following reasons (these comments based on the original plans submitted):-

- This proposal still represents a building that would unacceptably affect the streetscene by virtue of its excessive scale, massing and long continuous frontages.
- Inadequate parking provision (proposal for 15 spaces, 20 spaces required) – since date of last decision (2010) there has been greater pressure for parking on residential streets around Sale.

Following the receipt of amended plans, Cllr Lamb and Cllr Rigby have submitted the following observations, contained within the one e-mail:-

- Proposal is hugely overbearing
- Out of character with neighbouring properties due to its size and design
- Acknowledged that the developer has attempted to break up massing affect but consider this not achieved
- Extremely intrusive and will affect privacy and amenity.
- Insufficient off road car-parking; surrounding streets experience all day parking and this proposal will exacerbate it.
- Concern that this proposal does not address concerns expressed by the planning committee and endorsed by the Planning Inspector

Neighbours:- With regards the original plans submitted, 61 letters of objection have been received from individual addresses, a further two letters received with no identified address. The issues raised in the letters of objection cover a number of specific topics and have been categorised as follows:-

Highways

- Increase in traffic from Ashlands onto Ashton Lane will be a hazard and lead to congestion.
- School crossing nearby (increase in traffic will be dangerous)
- Provision of 15 car parking spaces contrary to Council guidelines.
- Will result in more parking on pavements (restricting access to pushchairs, wheelchairs and pedestrians); damage to kerbing
- Proposal suggests use of public transport by staff, the No.16 bus has ceased running.
- Local office workers park on surrounding streets
- Shift changeovers will result in 50 people utilising car-park and surrounding area (also does not include visitors, workmen etc.)
- Restricted visibility splays at junction of Ashlands and Ashton Lane
- Traffic survey does not reflect the situation in 2014 and does not include speed checks
- Access should be onto Ashton Lane not Ashlands
- Double yellow lines should be put from Oakfield to beyond Queens Rd on both sides of the road
- Applicant should fund a residents only parking scheme.

Streetscene

- The development is too large and will affect the streetscene by its excessive scale, massing and long continuous frontages.
- Overdevelopment of site
- Out of keeping with surroundings
- Proposal now 3-4 storeys, previously 2.5 – 3 storeys (not allowing for lift shaft and roof top plant)
- Closer to residential boundaries
- Increase in density of building
- New building appears disproportionate to surrounding buildings

- Does not fit in the leafy Victorian suburb
- The architecture is at odds with the character of Ashlands and Ashton Lane
- Elevations to Ashlands and Ashton Lane increased by 1m in height from previous scheme
- Design & Access statement states that a significant increase in distance from Ashlands to proposed building line; this statement is incorrect
- Curtain walling out of keeping with character of the area

Amenity

- Overbearing to neighbouring garden (5 Queens Rd)
- No proposals for air-conditioning which will be required and will cause noise
- General noise from residents, deliveries etc.
- Will result in light and air pollution
- Will result in overlooking

General

- No provision for bats
- Deeds of property with 5 Queens Rd state that the owners of 2 Ashlands responsible for boundary wall, fencing proposed which is contrary to the deeds.
- Developer has removed protected trees without consent
- Effect of property prices in the area
- Construction debris could block the rainwater gullies
- 12-15 months of construction disruption
- Existing derelict building should be renovated, it is an eyesore
- Developer has not undertaken any consultation with residents
- No details on how demolition/construction would be managed
- Plans will impact on local wildlife (foxes and badgers), the building is a huge impenetrable block for wildlife to pass through.
- This proposal does not overcome previous reason for refusal
- Loss of trees on site
- This area is well served with developments of this nature
- Contrary to Chapter 4 of Localism Act 2011 regarding consultation (Authors Note: This section of the Localism Act quoted by the neighbour relates to consultation to be undertaken by a developer in a geographical area identified as A Local Development Order, the application site subject to this application is not within a Local Development Order.)
- Insufficient information on drainage – proposal will have a burden on waste and drainage (drains currently overflow during wet weather)
- What type of medication will be kept on site?
- This proposal is wrong for a residential area.
- Refuse store cited in an area which could be prone to vandalism
- If approved conditions required to control construction work/times

One letter of support received.

Following the receipt of amended plans, neighbours were reconsulted, 32 letters of objection have been received (four of which have no address) raising the following points of concern:-

- Additional cars on street will be a safety issue
- Safety issue with cars where lollipop person is positioned Ashton Lane/Queens Road
- Inadequate parking provision
- No changes have been made to the scheme, only cosmetic alterations
- Use of glass will make it out of keeping with the character of the area. It is unclear if clear, transparent, mirrored or coloured.
- Proposal would represent a huge visual intrusion for residents and would be over dominant and out of character with its surroundings.
- The proposed building is more than 3x times the plans size of neighbouring houses and Rylatt Court
- Considered any continuous frontage in excess of 80m is out of keeping
- The proposal by reason of mass, size, position & proximity to boundaries will intrude upon outlook, privacy and amenity
- Excess loading on infrastructure, such as sewerage and drainage.
- The development will cover 1/3rd of the length of the road and has a frontage of 160feet
- Has a site coverage of 27% which is greater than any of the surrounding area
- It is a continuous three storey building which is more than the refused scheme H/70737
- It does not meet Council guidelines which state that any new development should protect the attractiveness of its neighbourhood.
- Use of glass will necessitate the use of even more fuel resources to maintain an even temperature within the building.
- There should be 2x car parking spaces for each bedroom
- Similar development on Delaunays Rd, unreasonable for Council to allow two such similar large scale developments close to each other in a residential area.
- Lack of respect for protected trees and wildlife.
- Additional noise will be generated by the volume of traffic and people
- Ashlands has not been included in the current proposal to introduce restricted parking; non-resident parking takes up half the cars parked on Ashlands; it is estimated that more than 50-60 employees will work over 24/7 continuous shift scheme bringing 20 cars per shift but only 10 can be accommodated.
- Councillors need to ask 'Would I like to live next door to that?'
- Increase to local bus services with a bus stop outside 43 Ashton Lane adding to congestion.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. As the proposal is for a 59 bed care home for the elderly (use class C2) Policy L2 of the Core Strategy should be applied. Policies L2.17 and L2.18 deal with meeting the needs of older people in the Borough; with Policy L2.18

specifically identifying the need for some 500 units for frail elderly. This proposal will contribute to meeting the specific needs of older persons.

2. Policy HO3 of the emerging Trafford Local Plan: Land Allocations, identifies a number of criteria against which proposals for older persons' accommodation should be judged; whilst not adopted Council Policy, it nevertheless provides a useful checklist in this case.
3. Specifically Policy HO3 states that proposals for the development of sites that will help to deliver a range of high quality, well designed accommodation for the growing ageing population of Trafford will be permitted where
 - (1)
 - i. It is located close to local services, amenities and local centres or community hubs with high levels of community activity;
 - ii. It is easily accessible by a range of travel modes that provide alternatives to trips made by the private car; and
 - (2)
 - i. The development has been appropriately designed (paying particular attention to scale, massing, height and external appearance) to take account of the urban grain, local distinctiveness and character of the area;
 - ii. Its design reflects current best practice guidance and the design principles for such accommodation and;
 - iii. Where the overall delivery of general market housing is not jeopardised.
4. The site is located within easy access of Sale Town Centre and is close to a number of bus routes. It therefore meets both criteria in section one of the emerging policy.
5. The site has not previously been identified for general market housing, therefore given this and the fact that recent monitoring of the borough's housing land supply indicates that sufficient land is currently available to meet the five year housing land supply target, it is not considered that the proposed development will have a significantly adverse impact on the delivery of general market housing.
6. The Council's Adopted SPG 'Residential Care Homes and Nursing Homes for the Elderly' is also of relevance to this application. Having regard to the above it is considered that the principle of a residential care home in this location is acceptable, subject to consideration of its size, design and impact on the character of the area. These areas are assessed in accordance with other policies within the Trafford Core Strategy.

BACKGROUND

7. Planning application H/60461 proposed the erection of a 47 unit sheltered housing scheme on the application site and was refused planning permission in 2004 with a subsequent appeal withdrawn. Following this Planning Ref: H/69096 was submitted in March 2008 for a 79 unit residential care home, this application was subject to an appeal against non-determination which was

subsequently withdrawn to allow for negotiations on a new application to be submitted. Planning ref:H/70737 was submitted in December 2008 and proposed a 75 unit residential care home. This application was refused on the 26th January 2010 for the following reason:-

The proposed development by reason of its design, scale, massing and site coverage would constitute overdevelopment of the site which would form an unduly obtrusive feature that would have a detrimental impact in the street scene and would have an overbearing impact on the surrounding residents. As such the development would be contrary to Proposals D1 and D3 of the Revised Trafford Unitary Development Plan and Policy DP7 of the North West of England Plan Regional Spatial Strategy to 2021.

8. A subsequent appeal against this decision was dismissed by the Planning Inspectorate in August 2010. The Planning Inspector identified from the outset the two main issues to be considered was (i) the effect of the proposal on the streetscene with regard to its scale and massing and (ii) whether the proposal would have an overbearing impact in relation to nearby residents. With regards the first point the Planning Inspector concluded that the proposal would unacceptably affect the streetscene by virtue of its excessive scale, massing and long continuous frontages, stating at Para.16 of the appeal decision notice that a *'continuous frontage elevation in excess of 90m would be wholly out of character with the established pattern of well spaced houses in the surrounding area.'* On the second point regarding the impact on residential amenity the Planning Inspector concluded that the scheme would not have an unacceptably overbearing impact in relation to nearby residents. This current application has been submitted by the applicant having considered the decision of the Planning Inspector with regards the effect of the proposal on the streetscene.

IMPACT ON STREETSCENE

9. The surrounding development primarily comprises two and three storey detached and semi-detached residential properties with large front and rear gardens. Most properties retain a good degree of space to the front and sides and it is this sense of space, coupled with mature landscaped gardens and established boundary planting which characterises this part of Ashton on Mersey. On the north side of Ashton Lane, opposite the application site, there are several apartment developments which are larger in size and have little landscaping to their site boundaries.

Design

10. The proposed scheme, following the submission of revised plans, now includes four distinct blocks of accommodation with recessed flat roof links with glazing to the front and rear incorporated to help break up the mass of the building. The building incorporates an 'L' shaped footprint and will have a new vehicular access located approximately 10m from the northern boundary of the site with Ashton Lane. A pedestrian access is also proposed onto Ashlands with associated pedestrian pathway to the front and rear of the site.

The parking area is located to the north side of the site with 22 spaces provided; a bin store is located adjacent to the northern boundary.

Frontage Length

11. Following the refusal of the previous application and the subsequent dismissal at appeal the applicant has submitted a scheme with a substantial reduction in units, down from 75 to 57. One of the main observations of the Planning Inspector and which has also been identified by residents was the length of continuous frontage of the building, this was taken as a measurement of the Ashlands elevation combined with the length of the elevation facing towards Ashton Lane/Queens Road. Under the previous scheme the section fronting Ashlands was approximately 54m in length and the section fronting Ashton Lane/Queens Road was approximately 40m, giving a total of 94m. The revised scheme now proposes a distance of approximately 48m along the Ashlands elevation and approximately 33m along the Ashton lane/Queens Road elevation giving a combined total of approximately 81m. The Ashlands elevation length as stated above does not include the external emergency exit staircase which is to be enclosed by curtain walling glazing and is set back from the front of the building.

Height & Footprint

12. The previous scheme incorporated varying ridge heights over the different elements of the building. This ranged from approximately 8.7m – 12.2m on the Ashlands Road frontage and 12.7m on the Ashton lane/Queens Rd frontage. The current scheme as submitted proposes a ridge height of approximately 11m to the main building fronting Ashlands, the block fronting Ashton Lane is marginally higher at approximately 11.3m. The glazed fronted links measuring approximately 8m in height. In addition the section of the building nearest Queens Rd which address this corner of the site with Queens Rd/Ashton Lane has a further reduced ridge height of between approximately 9m – 10m. As a comparison the adjacent building 14 Ashlands to the south side of the site has an overall ridge height of approximately 12m. The previous scheme that was refused had a footprint (excluding hardstanding) of approximately 1,077sqm, the revised scheme has a footprint of approximately 960sqm, a reduction of approximately 117sqm.
13. With regards the distance retained to the southern boundary with 14 Ashlands, the glazed stairwell structure is set back approximately 6m from the front elevation and will retain a distance of 3m to the side boundary with 14 Ashlands. The main building will now retain a distance of 5m to this southern boundary; on the previous scheme a distance of approximately 3m was retained to the boundary from the main building, albeit had a reduced ridge height at this end. At the nearest point to the eastern boundary with 5 Queens Road the previously refused scheme retained a distance of 4m at the nearest point to that boundary, on the current scheme that has been increased to 5m. Previously the nearest point of the building to the Ashton Lane boundary was approximately 13m, this has now been increased to approximately 19m. To the boundary with Ashlands, the previous scheme retained a distance of approximately 10m at the nearest point; this has now been increased to approximately 15m.

External Appearance

14. The surrounding area is characterised by an eclectic mix of residential properties, however the area is predominantly Victorian in character. The proposed development adopts a traditional design with bay windows, brick dressings, gable roof features and eaves details. Accommodation is provided across three floors (with ancillary accommodation provided within the basement). The roof ridge and eaves vary in height at different sections to help break up the mass of the development along with dormer window details to reduce bulk and mass at upper levels. The elevations have also been stepped and layered with recessed glazed elements to break up the continuous frontage previously raised as a concern. The proposed use of curtain walling has been questioned by some residents as being out of keeping with the character of the area. The approach of using a flat roofed curtain walling system to help break up the mass of a building is not uncommon. The glazing itself is not considered to be so incongruous to the character of the area, to cause harm. The design approach and architectural detailing is considered to be acceptable in this location

Landscaping

15. Existing and proposed landscaping to the boundaries of the development site will help to partially screen the care home from the streetscene, although this will never result in complete restriction of views of the site from the public domain. The existing mature hedgerow to the northern boundary of the site is to be retained and supplemented with additional soft landscaping. The landscaping proposals are considered to be acceptable subject to the submission of a detailed landscaping scheme.
16. It is considered that the proposed development by reason, of the reduction in overall height and its bulk and massing; introduction of glazed links; reduction in footprint; increase in space around the building; appropriate landscaping and consistent design of the building throughout to better reflect the character of this area has overcome concerns previously raised by the Planning Inspectorate with regards development of a care home at this site and its impact on the streetscene.

IMPACT ON RESIDENTIAL AMENITY

17. Although the Planning Inspector and the Council considered there to be no adverse impact on residential amenity with regards the previous application; this current scheme must be considered with regards its relationship with nearby residential properties.

Relationship with 14 Ashlands

18. The positioning of the building on site is located in a similar position and configuration from previous schemes. With regards the relationship with 14 Ashlands to the south side of the site, the new building has no habitable windows facing 14 Ashlands, a property converted into apartments. The new external staircase will be constructed in glass and it is therefore appropriate to ensure that the glazing is obscured as necessary to prevent any undue

overlooking to the adjacent occupants. 14 Ashlands has six narrow windows on the elevation facing the application site, all clear glazed, the property has accommodation over three levels with two windows on each floor. The new building will have a similar relationship with 14 Ashlands as the existing building, albeit the new building will extend further back into the site as previous schemes had and this relationship was considered acceptable. A distance of approximately 9.8m will be retained between the side elevations of 14 Ashlands and the new building. On the previous scheme this distance was approximately 7m between both buildings. The relationship is considered to be acceptable.

19. To the rear of 14 Ashlands and within the same site is the Old Stables a two storey detached building, which faces towards the rear of 14 Ashlands. The relationship of this building and the current proposal is similar to the previous scheme and is considered acceptable. A distance of approximately 18.8m is retained from the rear elevation of the new building to the western boundary of the site 5 Queens Road. The Old Stables building is situated to the southwest of the application site and as on the previous application a distance of 28m will be retained between the rear elevation of the new building and the front elevation of the Old Stables. This relationship was considered acceptable.

Relationship to 5 Queens Road

20. 5 Queens Road is one half of a pair of large semi-detached period properties. The property has living accommodation at ground, first floor and within the roof area. On the elevation facing the application site are two narrow windows within the second floor part of the gable elevation. The proposed building occupies a similar position as the previous scheme with regards its relationship with 5 Queens Road. The new scheme improves the distance from the new building to the shared boundary with 5 Queens Road from that of the previous scheme. (i.e distance retained previously was 4m, now 5m at the nearest point). In addition the building has been designed to incorporate a rectangular bay with a reduced ridge height of 10m and incorporating the second floor accommodation within the roof void to ensure a reduction in the overall scale, height and bulk of this element of the building nearest 5 Queens Road.
21. A distance of approximately 9.5m will be retained between both buildings at the nearest point; this had previously been 8.5m. Stairwell windows at first and second floor nearest the boundary will be obscured glazed by condition to ensure no undue overlooking towards 5 Queens Road. As stated the main rear elevation of the new building that faces towards the garden boundary of 5 Queens Road will retain a distance of approximately 18.8m (13.5m required minimum from second floor windows to shared boundary as per advice contained within Trafford New Residential Planning Guidelines). A first floor balcony area retains approximately 14m, this is considered acceptable as 10.5m is required to be retained from first floor windows to neighbouring boundaries, as per advice within the New Residential Guidelines. As indicated the new building is similar in configuration to the previous refused

scheme and that relationship was considered acceptable following the Planning Inspectors decision.

Relationship to 1-7 Ashlands

22. The proposed development would be situated opposite No.s 1, 3, 5 and 7 Ashlands. The previous scheme complied with the Council's guidelines for privacy distance between main habitable room windows and the current application proposes a similar separation distance. A distance of 38.8m approximately is retained at the nearest point between the east elevation of the new building and the front elevation of 3 Ashlands; a distance of approximately 40.8m is retained between the east elevation of the new building and the front elevations of Nos. 5 & 7 Ashlands.

Relationship to 2 Queens Road & 45 Ashton Lane

23. The new building would retain a distance of 28m at the nearest point with 2 Queens Rd and 45 Ashton Lane, a pair of semi-detached properties located on the opposite side of Queens Road to the north-west of the site, this is a similar relationship to the previous scheme. The Council's New Residential Guidelines recommends a distance of 24m should be provided across public highways for developments of this size. A distance of approximately 36m is retained from the front (north) elevation of the new building and the front boundary of Rylatt Court along Ashton Lane.

CAR PARKING, HIGHWAY AND ACCESS ARRANGEMENTS

24. The Council's car-parking standards require a maximum of 15 car-parking spaces (three of which should be accessible parking for this scheme). The application as submitted proposes 22 car-parking spaces which exceeds the standard requirement. It is suggested that parking bays 3-4, 5-6, 10-11 and 12-13 be allocated specifically for staff parking as they involve a tandem arrangement and this can be implemented through an appropriate planning condition attached to any grant of planning permission.
25. The proposed vehicular access is considered acceptable subject to adequate visibility splays being provided and maintained. Trip assessment has been undertaken by the applicant and submitted as part of the Transport Assessment report and which considered a 59 bed unit (which has now been reduced to a 57 bed unit), the findings of which are considered acceptable. An appropriate condition to require submission of a swept path to ensure that an emergency vehicle can turn around within the site and exit in forward gear.
26. Conditions requiring the provision of secure cycle and motorcycle parking facilities on site and the submission of a travel plan with measurable targets are recommended below.
27. On street parking along Ashlands and surrounding streets has been a main concern amongst residents as expressed in representations received by the Council with regards the current planning application. It has been suggested by residents that the existing situation of on-street parking is exacerbated by officer workers and shoppers within Sale Town Centre given the close

proximity of the site to the town centre and that the proposed development will add to the problems of on-street parking. However, the Council must consider the current proposal on its own merits with regards traffic generation and parking provision. The applicant has provided additional car-parking spaces above the adopted Council parking standards and on this basis the application is considered to be acceptable with regards Policy L4 of the Core Strategy.

28. Local residents have also advised this service that they have recently submitted a request for residents only parking along Ashlands, in line with an on-going scheme for Barkers Lane. It has been suggested that this planning application be deferred until such time as a residents parking scheme application is determined by the Council. It is considered that this would be unreasonable as such resident parking schemes can take considerable time to be concluded and therefore should not delay the determination of this current planning application. As stated in the representations section of this report it has been suggested by residents that such a scheme should be funded by the developer, who should also pay the annual charge for each resident for a period of ten years. As the applicant is providing parking provision which exceeds the Councils requirement for this size of development, it is considered that a financial contribution from the developer cannot be justified in this particular instance.

IMPACT ON TREES

29. It is proposed to remove eight trees in total, mainly conifers of the Cypress family, whilst those trees that feature prominently in the local landscape would be retained. The loss of the eight trees should be mitigated by new tree planting, as part of the landscape proposals for the site. The proposed car-parking area will cover root systems therefore it will be necessary to include a bespoke tree protection condition to ensure that an appropriate surface to the car-parking area is used to ensure no damage to the root system. An appropriate landscaping scheme to also be included to ensure appropriate soft and hard landscaping throughout including replacement tree planting to mitigate the loss of any trees as a result of this development and to cover the specific Green Infrastructure requirements of SPD1.

BATS

30. Following the surveys undertaken by the applicants appointed ecologist, a single common pipistrelle bat was found to be roosting in the former nursing home (2 Ashlands). Consequently for any works that will disturb or result in the permanent loss of the roost to proceed lawfully a derogation from the provisions of the Habitats Directive in the form of a mitigation licence from Natural England will be required.
31. It is possible to obtain licences for activities affecting bats that would otherwise be in breach of the law. In the case of development works (including building demolition) a licence can be issued under Section 39 of the Conservation of Habitats and Species Regulations 2010. Strict tests must be

satisfied before Natural England will agree to issue such a licence. These tests are –

- (i) That the development is to preserve public health or public safety or other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment
- (ii) That there is no satisfactory alternative
- (iii) That the issue of a licence will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.

32. The Ecology Unit have stated the roost within 2 Ashlands is of low conservation status and would not therefore be detrimental to the maintenance of the population in Trafford if lost, which relates to point (iii) above. With regards point (i) and (ii) the building at 2 Ashlands is in a derelict state and has suffered fire damage, the applicant has to undertake demolition to develop out this site. Works to refurbish this building would also require extensive works to the building including the roof structure. The demolition of this derelict building and its subsequent replacement would be regarded as a positive development with regards this site and its position within the streetscene. This would have a beneficial outcome to the character of the area and the general public and would result in employment opportunities and provision of a facility to be used by the elderly.

33. The Ecology Unit have recommended the provision of new bat roosts as a means of compensation, this would be through the provision of bat boxes within the new building. A qualified bat ecologist to supervise removal of potential bat roosting features from the former nursing home (such as roof slates, lead flashing, barge boards) prior to demolition taking place.

DEVELOPER CONTRIBUTIONS

34. 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).

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. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide at least 68 additional trees on site as part of the landscaping proposals. This number of trees is based on the net additional increase of floorspace taking into account the existing buildings on site. The provision of Green Infrastructure treatments can be provided in lieu of, or in combination with tree provision and can include provision of hedgerow and green roofs/green walls as examples; this detail can be dealt with through the landscaping condition.

CONCLUSION

36. Whilst there are concerns regarding the issue of on-street parking in the vicinity of the application site by local residents, the proposed development meets the parking standards and proposes additional parking above the requirement. Following the previous refusal of planning permission under planning Ref:-H/70737 and the subsequent dismissal of the appeal, it is considered that the proposed residential care home has now been amended to reflect the previous concerns of the Planning Inspector. The proposal is also considered acceptable with regards its impact on the streetscene, residential amenity, trees and the nature conservation status of the bat population.

RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard
2. No other use within C2 use
3. Approved Plans
4. Submission of materials
5. Tree Protection
6. Tree Protection (Car-park surface and construction)
7. Landscaping
8. Obscure Glazing
9. Bats (mitigation & compensation)
10. Ecology Condition (badger, nesting birds)
11. Travel Plan
12. Details of Bin Stores
13. Details of Cycle/motorcycle provision
14. Submission of swept path for medium sized vehicle
15. Provision and Retention of Parking
16. Submission of details demarcating parking spaces (Staff & Accessible Parking)
17. Construction Management Plan including Wheelwash
18. Scheme to limit surface water run off (SFRA)
19. No permission granted for external plant
20. Redundant accesses (submission of scheme to make good)

CM



LOCATION PLAN FOR APPLICATION No: - 83048/FULL/2014

Scale 1:1250 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

WARD: Clifford

84220/FUL/14

DEPARTURE: No

Erection of residential development comprising 36 no. dwellings to include 20 no. one bedroom apartments, 6 no. 2 bedroom apartments and 10 no. 2 bedroom houses. Associated external works including car parking, access and landscaping and demolition of existing building.

Land at City Road/Lucy Street, Old Trafford, M15 4DE

APPLICANT: Lane End Developments (UK) Ltd/ Trafford Housing Trust

AGENT: Howard & Seddon Partnership

RECOMMENDATION: GRANT

SITE

The application site relates to a flat, 0.32 hectare parcel of land located within a largely residential area of Old Trafford and adjacent to the Local Authority border with Manchester City Council. The site is an L shaped plot consisting of vacant grassed land. It has frontages to City Road to the north, St Lawrence Street to the east and Lucy Street to the west and historically the site was developed however it has been vacant for a number of years. The site is bisected by the culverted Corn Brook which runs north south across the site entering the plot from Lucy Street and exiting via City Road. There is an existing two storey derelict building in the northern part of the site, close to the boundary with 359-363 City Road.

On City Road, adjacent to the site there exists a three storey building with associated rear yard and hardstanding. This property is in use as a commercial business. To the east of the site, on St Lawrence Street, there is a five storey (plus basement parking) residential apartment development known as New Lawrence House. This property and all buildings on the eastern side of St Lawrence St are located within the boundary of Manchester City Council. South of this residential development is a single storey church building and beyond towards the south of the site on St Lawrence Street are more five storey residential apartment blocks. At the junction with City Road, St Lawrence Street is a no through road and only pedestrian access is available from City Road to St Lawrence Street, adjacent to the development site. A pedestrian footpath is positioned on both sides of St Lawrence Street.

To the west of the site is Lucy Street, largely comprising of two storey residential terrace properties that form part of a wider residential development known as Rivers Estate Old Trafford. This estate is laid out in a way that allows access to the housing from a footpath network with roads and parking courts positioned at the rear of properties.

To the south the site borders 9 Lucy Street in use as a commercial property for the Workers Film Association. This is a three storey building with private garden and open space that abuts the subject site.

The site is brownfield land and is not located within a conservation area. There are a selection of trees and scrub plants at the site that appear to have grown while the site has lain vacant. There are no Tree Preservation Orders to any trees within or adjacent to the site.

This site is located within the area of the Old Trafford Masterplan. The overall plan for the area is to redevelop underused land to provide new homes and support the areas wider regeneration.

PROPOSAL

This application seeks consent to develop the site for residential use by proposing 36no dwellings. The proposal comprises:

- A five storey main apartment building of linear plan form fronting on to a new car park access from Lucy Street with rear view and gardens to St Lawrence Street. This building is to include 8 x two storey terraced townhouses at ground and first floor levels each comprising two-bedrooms and separate living and kitchen areas and 12 x one bedroom apartments above at second, third and fourth floor level.
- A four-storey building that fronts onto City Road to include 2 x two bedroom townhouses and 2 x two bedroom apartments with open-plan living/dining area. The building would be accessed from City Road.
- A four storey apartment building located in the south western corner of the site with front elevation to Lucy Street , comprising of 8 x one bedroom apartments and 4 x 2 bedroom apartment with open-plan living/dining area.

The existing two storey derelict building on the site would be demolished.

The three proposed buildings would be of red brick with buff brick used to provide feature patterning. All three buildings would incorporate flat roofs behind a parapet and a simple pattern of fenestration with projecting balconies to some elevations.

Soft landscaping would be introduced around the site and for those properties without private amenity space, communal amenity space would be provided to the front of the Lucy Street facing apartment block. Refuse bins for the apartment buildings would be stored within an enclosure positioned in the main car park, alongside secure bicycle storage for residents/visitors.

The Old Trafford Masterplan outlines how the need for housing in Old Trafford remains high as the price of new private housing is unaffordable for local incomes. The proposal would deliver 100% affordable rented housing.

Since initial submission, amended plans have been received. The amended plans received detail minor elevation alterations to the three buildings and changes to the

layout of the scheme, due to the existing culvert beneath the site. The Lucy Street block has consequently been repositioned to ensure the culvert easement is maintained. Furthermore the overall number of dwellings proposed has been reduced by two units as a result of the fifth floor being removed from the Lucy Street block. Provision of additional cycle parking adjacent to the Lucy Street building at ground floor level and minor alterations to the parking and access layouts to address concerns raised by the LHA have also been accommodated.

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 Market Needs
L3 – Priority Regeneration Area
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
R2 – Natural Environment

PROPOSALS MAP NOTATION

Old Trafford Priority Regeneration Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/OUT/68894 - Outline planning application for erection of a part two, part four and part five storey building with basement car parking to comprise 1 no. ground floor retail/commercial unit and 72 no. residential apartments. Consent sought for layout, scale and access. All other matters reserved for subsequent approval. - No determination.

H/OUT/60758 - Erection of 2 no. five storey buildings, one providing 40 no. residential units and one providing 2 no. retail/commercial units and 18 no. residential units; associated car parking and amenity space. – Approved May 2007.

H/OUT/56425 - Demolition of existing buildings and redevelopment for commercial, retail and residential use (in associated with related development at City Road/Shawheath Close). – Withdrawn

H/OUT/49829 - Outline application involving the erection of 27 no, two bedroom flats in 4 no., three storey blocks with new vehicular access from Lucy Street to 37 car parking spaces. – Refused September 2001

APPLICANT'S SUBMISSION

The application is accompanied by the following detailed supporting statements:

Design and Access Statement
Flood Risk Assessment
Statement of Community Involvement
Transport Statement
Framework Travel Plan
Community Infrastructure Levy Application Form
Ecological & Biodiversity Assessment
Crime Impact Statement prepared by Greater Manchester Police
Carbon Budget Statement
Geo-Environmental Phase 1 Desk Study

The information provided within these documents is discussed where relevant within the Observations section of this report.

CONSULTATIONS

Electricity North West: Any comments received will be included within the Additional Information Report.

Greater Manchester Police Design for Security: No objections, subject to the applicant addressing the recommendations contained within the Crime Impact Statement.

LHA: Objection, additional cycle parking is required and alterations to the access road and pedestrian footpaths within the site.

Pollution and Licensing: No objection, subject to a condition requiring a Phase II Site Investigation Report.

United Utilities: No objection, subject to a condition requiring details of a scheme for the disposal of foul or surface water.

Greater Manchester Ecology: No objections, providing no trees are removed from the site between 1st March and 31st July any year unless a detailed bird nest survey has been carried out and scheme of landscaping submitted for approval to the Council. Also a condition requiring the roof tiles to the existing building (proposed to be demolished) are removed carefully by hand, with the presence of bat borne in mind.

Strategic Planning – No objections. The main points of which are discussed in the observations section of this report.

Manchester City Council - Any comments received will be included within the Additional Information Report.

Transport for Greater Manchester - Any comments received will be included within the Additional Information Report.

REPRESENTATIONS

Three letters of representation has been received to date.

Two letters expressed concern with the consultation process for the application, given neighbour notification letters were sent before the Christmas break period and application documents were not available on the website for viewing immediately.

Since initial submission of the application and neighbour consultation of the scheme, re-consultation letters have been sent to all neighbouring properties of the site advising of the amended plans received. The re-consultation letters were sent January 21st 2015 and advised comments to be submitted by 31st January 2015. This has enabled neighbours a further opportunity to comment on the proposals.

One letter of representation expressed concerns about the development. The concerns raised are summarised as below:

- The proposed development could have a detrimental impact upon the existing Cornbrook culvert. In particular, the position of the City Road, 4 storey block and its proximity to the Cornbrook. The construction of this building could seriously compromise or damage the culvert necessitating expensive repairs on both the subject land and the neighbouring land at 359-363 City Road.
- Concerns the information submitted with the application is inaccurate.

The issues raised are discussed in the observations section of the report.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site relates to an area of undeveloped land which sits within Old Trafford Priority Regeneration Area. Policy L3 of the Trafford Core Strategy provides guidance on how some of the more disadvantaged neighbourhoods in the Borough should develop. This policy states that the Council will seek to secure an improved quality of design, construction and range (including affordability and type) of the Borough's housing stock on offer to residents within the Regeneration Areas. It goes on to state that for Old Trafford housing led redevelopment will be promoted in the eastern section which will improve the quality and diversity of the housing stock, improve access to the Regional Centre and Trafford Park and provide further commercial, cultural and community facilities. Specifically development will provide approximately 1,000 (net) new residential units; small scale office redevelopment; and small scale retail facilities to meet local needs.
2. Policy L1 of the Core Strategy indicates that new housing provision in the Borough will be achieved through new-build, conversion and sub-division of existing properties, and explains that the Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate sustainable locations at lowest risk of flooding. It also sets out an indicative target of 80% for new housing provision to use brownfield land.
3. The proposal would result in development of a site in an urban area (and in the Inner Area as referred to in Policy L1.7) providing 100% affordable housing. Consequently the proposal is considered to comply with Policy L1 of the Core Strategy.
4. Policy L2 of the Core Strategy requires all new development to be located on a site of sufficient size to accommodate the proposed use and all ancillary facilities and to be appropriately located in terms of access to existing community facilities. The site is compliant being in a sustainable location within the inner area, of sufficient size to accommodate the proposal and in good proximity to existing community facilities, public transport and local shops. Policy L2.7 of the Adopted Core Strategy states 1 bedroom general needs accommodation will not normally be acceptable, however this does not apply in this case as the proposal is not for general housing needs.
5. The site is designated as a Priority Regeneration Area in Old Trafford under Policy L3 in the Adopted Core Strategy. In Old Trafford, Policy L3 seeks to promote housing led redevelopment in the eastern section of the regeneration area to improve the quality and diversity of housing stock. The development of this site for residential development is therefore in accordance with Policy L3.
6. Overall the development would be on a brownfield site in a sustainable location in the regional inner area and will contribute to the delivery of the

Council's objectives for regeneration and affordable housing within Old Trafford. Consequently the proposed scheme for residential development in this location is considered to be in accordance with all relevant development plan policy.

RESIDENTIAL AMENITY

7. Policy L7 of the Adopted Core Strategy requires new development to not prejudice the amenity of occupiers of adjacent property by reason of overshadowing, overlooking, visual intrusion or noise and disturbance. The Council's Guidelines for new residential development recommends that where there would be major facing windows, two storey dwellings should retain a minimum distance of 21m across public highways and 27 metres across private gardens and three storey dwellings should retain a minimum distance of 24m across public highways and 30 metres across private gardens. Distances to rear garden boundaries from main windows should be 10.5m for 2 storey houses. Where there is a main principal elevation facing a two storey blank gable a minimum distance of 15m should normally be provided.
8. The principal aspects of the proposed 5 storey main apartment building are to the east, across St Lawrence Street and to the west across the proposed car park towards Lucy Street and the properties on the Rivers Estate. A distance of 19m would be retained to the residential properties within New Lawrence House on the opposite site of the street on St Lawrence Street (within Manchester City boundary) and over 50m between the Lucy Street facing elevation and the properties within the Rivers Estate. The Council's SPG: New Residential Development recommends a privacy separation of 24m for developments of three-storeys and above. While the proposal in relation to this main apartment building comfortably exceeds the guidelines in terms of the Lucy Street facing elevation, the provision of separation distance is not as much for the St Lawrence Street elevation. However given the building would be set back behind gardens and only the northern end of the apartment building would be located opposite the existing residential building on St Lawrence Street, it is not considered the development would result in an unacceptable level of overlooking to the occupiers of residential properties in St Lawrence Street. This relationship is not considered uncharacteristic of the urban grain that is present within the surrounding area and terraced developments within Old Trafford.
9. In terms of the 4 storey City Road block, the eastern side gable elevation of this proposed building would be located directly opposite New Lawrence House on St Lawrence Street. The distance between the two buildings would be 12.5m. This distance would be 2.5m short of the recommendation in the SPG; however it is considered the distance provided would ensure sufficient privacy levels to be maintained at this property. The building would be set back 1.75m from the boundary with St Lawrence Street and the windows in the eastern side elevation of the proposed City Road block are secondary windows of slender profiles and would all be obscurely glazed.

10. The gardens to the proposed ground and first floor level town houses to this block are located at the rear and would measure approximately 9m in depth from the main rear elevations to the rear garden boundary. The northern side elevation of the main block would overlook the rear of the City Road block. However given the windows are secondary and the gardens would be positioned between the two buildings, it is considered sufficient distance and garden length would be provided. To the west of the City Road block an existing building in commercial use exists at 359-363 City Road. The proposed building would be located approximately 2.4m from the boundary with 359-363 City Road and the only windows in this side elevation would be serving an internal staircase to the flats on the upper levels. Directly opposite the front elevation of the proposed City Road block is an existing area of open space.
11. The 4 storey block positioned closest to Lucy Street would be set back between 3 – 10m from the boundary with the street. The rear elevation of this building would face onto the proposed new car park and the main apartment building to the eastern side of the site. This elevation would be a blank elevation with 16m separation distance between the two buildings. The recommendation in the SPG: New Residential Development is 15m and thus the scheme exceeds the guidelines here.
12. This block would be positioned approximately 1.5m from the southern boundary of the site other than at ground floor level where a single storey cycle / refuse store would be provided between the building and the boundary wall. At present the adjacent area appears to be garden and external space to the commercial property at 9 Lucy Street. The windows to this elevation would be secondary windows and obscurely glazed to ensure there is no adverse overlooking as a result of this proposal and the building 9 Lucy Street would be located over 30m from the proposed building. The north facing side elevation would overlook the proposed car park, and the rear elevation of 359 – 363 City Road beyond would be positioned approximately 38m from the building. This separation distance is compliant with the recommendation in the SPG: New Residential Development.
13. Located opposite this block on the other side of Lucy Street are the existing two storey residential dwelling houses that form the Rivers Estate. The rear elevations of the closest properties in the Rivers Estate would be over 25m from the proposed front elevation of the block. Furthermore the proposed building would be positioned north of these properties; consequently it is not considered there would be any unreasonable overlooking or overbearing on existing properties as a result of the proposal.
14. The separation distances referenced above are considered to be sufficient to prevent the proposed buildings from having an unreasonably overbearing or visually intrusive impact on existing neighbouring properties, and should ensure that it does not unduly overshadow them either.
15. Communal refuse bins associated with the apartments are set to be accommodated within brick enclosures within the car park and between the

City Road block and the main apartment building. It is considered that impermeable brick enclosures would be sufficient to prevent future occupants of the proposed dwellings from suffering any undue odour disturbance.

16. Soft landscaping would be introduced to the front of all the proposed buildings. Trees are proposed to be introduced to the private gardens of the townhouses on St Lawrence Street and City Road and within the car park. Communal amenity space would be provided in the form of private terraces to some of the apartments and external space in front of the Lucy Street block. This together with the nearby public park area to the north of the site on City Road is considered to provide ample private and communal amenity space for the occupants of the proposed dwellings.

DESIGN AND STREETSCENE

17. The architectural style within this part of Old Trafford is varied with no predominant style. However, there have been other new build and refurbishment schemes in the area which have a similar appearance and design to that proposed. At four and five storeys in height the proposed buildings are considered to be mindful of the scale and massing of the surrounding neighbours, with the existing five storeys New Lawrence House on St Lawrence Street located opposite the site.
18. The proposed elevation and fenestration detailing is simple and provides a strong vertical emphasis to the building's design and scale. A buff brick type would be used to add detail to the elevations and define the proposed townhouses at lower levels, projecting minimally from the proposed red brick elevations. All three buildings would feature projecting balconies to some of the apartments proposed. These would provide important visual relief to the elevations. On the main block, facing towards Lucy Street across the proposed car park, the central glazed stairwell would provide a centrally located visual interest to the main block, with a similar feature created on the Lucy Street and City Road blocks also. The proposed design approach is considered to be appropriate in this location, in keeping with similar new build schemes in the area, creating a cohesive development that sits comfortably within the plot.
19. At roof level all three buildings would feature flat roofs with parapets. The top floor of each building would be clad with a grey metal material and this level would appear subservient to the overall scale of the development. The change in materials would also add visual interest to the appearance of the buildings.
20. The siting of the cycle and refuse stores behind the Lucy Street block and the City Road building within the car park area is deemed to be appropriate.
21. Soft landscaping is proposed to the edges of the site and will help to soften and screen the appearance of the hard landscape, including the car park, from nearby properties and surrounding highways.

22. The existing three storey derelict building at the site is to be demolished to enable the proposed development. The building is not listed and not located in a conservation area and the loss of this building is not considered to be harmful to the character and appearance of the area.

ARBORICULTURAL ISSUES

23. At present the site is laid to grass with patches of vegetation that have become established over the years since the site has been vacant. Hard and soft landscaping is shown on the submitted plans, with trees planted in the gardens to the townhouses and in planting areas in the car park.
24. A condition is recommended for a landscaping scheme to be submitted to safeguard adequate tree planting and appropriate hard and soft landscaping of the site.

ACCESS AND PARKING

25. The proposed development provides 36 dwellings consisting of 20 one-bed apartments, 6 two-bed apartments and 10 two-bed houses. The initial submitted site layout shows a total of 46 car parking spaces proposed, which are assumed to be unallocated, and 16 communal cycle parking spaces. Under the Council's Parking Standards a scheme of this size and mix generates a requirement for a maximum of 52 car parking spaces and a minimum of 36 communal cycle parking spaces. SPD3 states that for residential development, car parking below the maximum standard will only be allowed where there will be no adverse impact on on-street parking arising from the development.
26. The LHA were consulted on the initial submitted scheme and have assessed the submitted Transport Statement incorporating a Parking Technical Note and a Framework Travel Plan. These conclude the site is well served by bus with Metrolink providing additional public transport options, walking and cycling facilities in the vicinity of the site are conducive to encouraging the use of these modes and a range of destinations lie within an acceptable distance. Furthermore, that parking provision is sufficient to accommodate demand from residents and from visitors. The LHA accepts the conclusions of the Travel Statement, subject to cycle parking at the site meeting the Council's standards.
27. Subject to a condition requiring a Travel Plan in accordance with the implementation proposals within the submitted Framework Travel Plan, the LHA raise no objection to the proposal. Amended plans have been received since initial submission showing additional cycle parking spaces, alterations to the width of the access road and changes to the pedestrian route through the site, addressing concerns raised by the LHA. These details are currently with the LHA for further assessment and any additional comments received will be discussed within the Additional Information Report.

28. Secure cycle parking is proposed within designated brick built enclosures within the site car park and at ground floor level to the Lucy Street building.

CRIME AND SECURITY

29. The applicant has engaged with GM Police Design for Security prior to submission and included a Crime Impact Statement as part of the application. This explains the scheme will result in the reuse of a vacant site and will provide a mix of accommodation, bringing additional activity and vitality to the area. Surveillance has been maximised with windows and doors arranged facing Lucy Street, the car park and City Road. Defensible space is provided to the front of the properties with appropriate fencing securing rear gardens and low fences defining the semi-private spaces to the front of the buildings.
30. Greater Manchester Police raise no objections to the scheme, subject to the development being constructed in accordance with the recommendation contained within the submitted Crime Impact Statement.

FLOOD RISK AND DRAINAGE

31. A Flood Risk Assessment has been submitted with the application and notes that the site is identified as being located within Flood Zone 1 (low risk) of the Environment Agency Flood Zones. Based on the available information the probability of the site flooding from surface water is medium and the risk of flooding from other sources is low. The land is assessed as having a 1 in 1000 or greater annual probability of river flooding (>0.1%) in any year. This is due to the surcharging of the adjacent Cornbrook Culvert. It states the actual flood extent is significantly less. It is recommended any approval includes conditions relating to submissions of schemes to limit the surface water run-off generated by the proposed development and to manage the risk of flooding from overland flow of surface water.
32. A culverted watercourse 'Corn Brook' flows through the site. As this is not a designated 'Main River', Trafford Council as the 'Lead Local Flood Risk Authority' (Flood and Water Management Act 2010) will be responsible for its management in relation to flood risk. A site plan indicating the exact location of the culvert has been provided within the FRA. In accordance with national guidelines, this shows no residential development would be built within 5m of the outside face of the culvert. The scheme has been amended since initial submission to ensure no proposed buildings breach the 5m easement requirement and further survey drawings of the culvert submitted ensuring the details of the culvert are accurate. The proposed amended layout ensures there is no encroachment into the recommended 5m easement and as such the proposal is considered acceptable in terms of flood risk and drainage, subject to conditions.

PLANNING CONTRIBUTIONS

33. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'cold zone' for residential development. Consequently private

market houses would be liable to a CIL charge rate of £20 per square metre, and apartments would be liable to a CIL charge rate of £0 per square metre. However developments that provide affordable housing only can apply for relief from paying CIL. Subject to the relevant criteria being met, relief from paying CIL can be granted and there will be no CIL payments associated with this proposal. No other planning contributions are required.

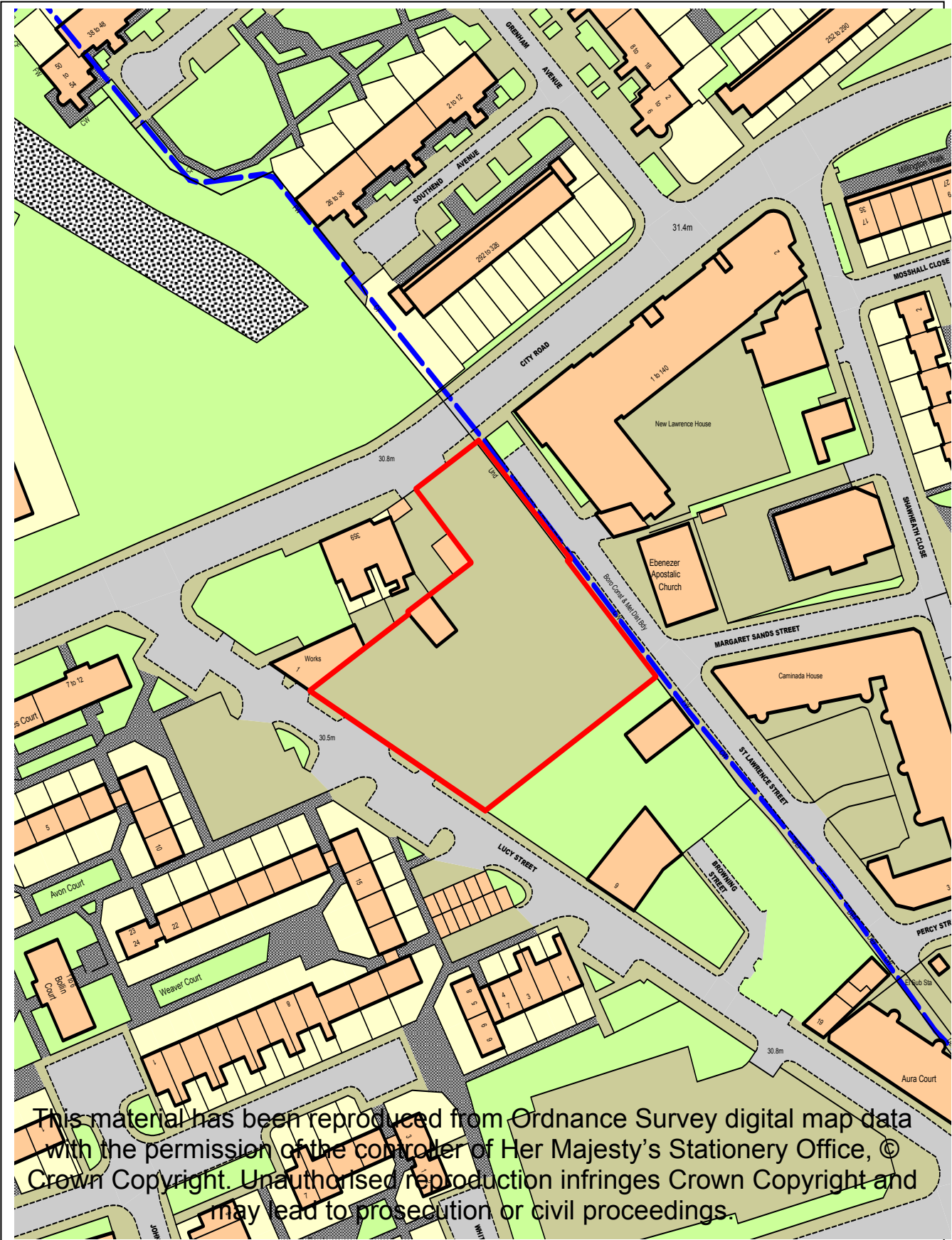
CONCLUSION

34. In conclusion, the proposed development would result in the creation of 38 new units of affordable housing to meet an identified shortfall within this part of the Borough and comply with the aspirations of the Priority Regeneration Area and Old Trafford Masterplan. The development makes efficient use of a vacant area of land and will not unduly impact upon the residential amenity of existing or future occupants in the vicinity. The scale, massing, siting and design of the proposal pays due regard to its surroundings and will contribute towards the regeneration of the area. Therefore the development is considered to be in-line with all relevant Policies set out in the Trafford Core Strategy, and the SPG: New Residential Development.

RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard
2. Compliance with plans
3. Dwellings to be made available as affordable housing only
4. Materials
5. Landscaping
6. Ecology – No removal of trees within bird breeding season unless approved in writing by the LPA following the submission of a detailed bird nest survey
7. Boundary treatment
8. Lighting
9. Provision and retention of parking
10. Construction Management Plan including wheel cleansing
11. Provision and retention of cycle parking
12. Drainage –sustainable drainage scheme to comply with Policy L5 of the Core Strategy
13. Removal of permitted development rights
14. Contaminated land
15. Measures to protect bats during construction
16. Compliance with recommendations of Crime Impact Statement
17. Obscure glazing
18. Travel Plan

LB



LOCATION PLAN FOR APPLICATION No: - 84220/FUL/2014

Scale 1:1250 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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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.

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

APPLICANT: Trafford Council

AGENT: Ansell & Bailey LLP

RECOMMENDATION: GRANT

SITE

The application site comprises a vacant primary school consisting of two buildings and is located on the north side of Cherry Lane. The existing two school buildings are single storey. One building is located towards to the west of the site and the other building to the east of the site. The site currently has one vehicular access point onto Cherry Lane serving staff and visitors.

Both existing buildings formed a primary school until 2009. The west building has been temporarily used as a Key Stage 3 Pupil Referral Unit until July 2013 and the east building is presently used temporarily for Special Educational Needs (SEN) administrative staff. This use is due to cease in February 2015.

The school has 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 proposes the erection of a new single storey Special Educational Needs (SEN) school building, which would be located in the same area as the

existing buildings although it would extend further westwards within the school site than the existing buildings. The existing school buildings would be demolished.

The proposed new SEN school would replace an existing SEN school in the borough, Brentwood School in Altrincham. Brentwood SEN School has a total of 100 pupils. That site is at maximum capacity and is landlocked with no viable opportunity for expansion. There is an increased demand for special school places in Trafford and this is part of a national trend that has shown the numbers in special schools increase by over 6,000 during the past 4 years (OFNS, July 2013). Consequently the vacant Cherry Manor School site at Cherry Lane is considered to be an ideal alternative site and an opportunity to provide a building to accommodate an additional 50 pupils with improved facilities.

The new school would be a SEN school for 150 pupils aged from 11 to 16 and post 16 to 25 years. The new building will provide approximately 3991m² of gross internal floor area; the existing school building has approximately 2240m² of gross internal floor space. The new building will be located approximately 10m at the nearest point to the western boundary of the site with the residential dwellings along Catterick Avenue; a distance of approximately 9m is retained from the nearest part of the building on the southern side to the boundary with Cherry Lane. The new building will be positioned approximately 55m from the northern boundary with the public pathway.

The new building will incorporate varying eaves and ridge heights. The maximum ridge height will be approximately 8.275m which at its highest point, reducing to 4.872m at its lower height. The design of the building will incorporate mono-pitch roofs with sections of flat roof. The palette of materials proposed includes white render, silver lightweight composite cladding and red brick to the elevations; powder coated aluminium windows and composite insulated roof panels with grey membrane.

The footprint of the building incorporates an irregular configuration with a segmented curved frontage with four 'fingers' projecting to the rear. Landscaping will be provided between the finger elements. Parking will be located in front of the school building.

The different fingers of the school building will provide different facilities to each of the groups of pupils. The southernmost wing would provide classrooms and areas for the Post 16 students. The next wing would provide accommodation for pupils aged 11 – 16 and who fall within the Autistic Spectrum Condition (ASC). The third wing would accommodate pupils aged 11 – 16 with Severe Learning Difficulties (SLD) and Profound and Multiple Learning Difficulties (PMLD). The fourth wing would accommodate the kitchen, dining, laundry and equipment stores for the school along with the hydrotherapy room and associated changing rooms. Toilet, changing and hygiene rooms and facilities are provided throughout the ground floor.

The proposal will include the widening of the existing vehicular access on Cherry Lane. Parking would be provided in a similar location to the existing at the site. The proposal includes a new car-park area to accommodate 67 staff car-parking spaces, plus two spaces for visitors and four disabled bays. Covered cycle and motorcycle parking is provided also. A cage for parking of two school minibuses would also be

provided. Turning spaces would be provided and a minibus drop off with space in the car park aisles provided to the front of the school for waiting minibuses and taxis at drop off and pick up periods.

Floodlighting columns at 4m and 6m in height are to be located within the car-park area of the site. External lighting attached to the school building is also provided.

To the north side of the new school building the existing grass football pitch will be retained. To the east of the new school building a multi-use games area (MUGA) will be provided. A soft and hard surface external play and gym area will be positioned immediately adjacent to the southern boundary of the school with Cherry Lane where the post 16 wing is located.

Appropriate perimeter security fencing and landscaping is proposed throughout.

Following redevelopment of the site the school student population will be 150 pupils.

The increase in floor space of the proposed development would be 1751m².

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

H/25656 – Erection of extension to form store and covered play area – Approved 15/09/1987

H/46385 – Formation of hardstanding to provide additional 10 car parking spaces to front of school – Approved 20/10/1998

H/LPA/52566 – Construction of additional car parking area – Approved 19/10/2001

H/57484 – Erection of a pitched roof to existing school building – Approved 19/11/2003

APPLICANT'S SUBMISSION

The application has been submitted with a Design and Access Statement, Transport Assessment, Travel Plan, Carbon Statement, Arboricultural Impact Assessment, Historic Environment Desk Based Assessment, Ecological Assessment, Crime Impact Statement, Security Statement, Environmental Noise Survey, Phase I Environmental Desk Study Report and Flood Risk Assessment and Drainage Strategy. The information provided within these documents is discussed where relevant within the Observations section of this report.

CONSULTATIONS

Local Highways Authority (LHA) – No objections, subject to conditions. Further comments made are discussed in the Observations section of this report.

Pollution and Licensing (Contaminated Land) - No objections, include standard Phase 1 contaminated land condition.

Pollution and Licensing (Noise/Nuisance) - There are no objections to this application provided that the design criteria for the building services described within the environmental noise survey are applied.

Strategic Planning - No objections, comments incorporated into report

Sport England - On balance, and subject to conditions, the proposed scheme is considered to accord with one of the specific circumstances set out in Sport England's playing field policy. This being the case, Sport England does not wish to object to the application subject to specified conditions. Further comments made are discussed in the Observations section of this report.

Environment Agency – No objections.

Greater Manchester Ecology Unit (GMEU) - No objections in principle, subject to the conditions. Further comments made are discussed in the Observations section of this report.

GMP (Design for Security) - None received at time of writing report. Any received will be included in the Additional Information Report.

Electricity North West - None received at time of writing report.. Any received will be included in the Additional Information Report.

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

Trafford Drainage – No objections.

Greater Manchester Fire Authority – None received at time of writing report. Any received will be included in the Additional Information Report.

REPRESENTATIONS

335 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. The application site is partly allocated as Protected Open Space (OSR5) under Policy R5 of the Core Strategy and Policy OSR5 and OSR8 of the UDP. It is not publically accessible. The land covered by OSR5 is currently used by the school and by agreement out of school hours by Sale Juniors as a football pitch. The pitch is shown as being retained following the proposed development. The area covered by OSR8 is not used currently as formal playing pitch and part of this area will be developed as part of the new school.

Loss of Open Space

2. As part of the proposal involves the loss of open space it needs to be considered against Core Strategy Policy R5 which 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.”

3. Also relevant is National Planning Policy Framework, paragraph 74, which 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.
4. With reference to Policy R5 of Trafford’s Adopted Core Strategy in particular R5.2 and R5.4, 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.
5. Although a written open space assessment has not been provided, from the submitted information provided to Sport England and drawings of the open space, it is clear that additional sports provision in the form of a MUGA and outside gym area on a different part of the school site is to be provided for the pupils of the school and community use. Changing facilities are also to be provided for community use of the sports pitches outside school hours. Consequently this meets the requirements of CS policy R5 by providing improvements to the quality of existing facilities to mitigate for the loss of an under used area.
6. The area of playing field in the north of the site was used for sport by the primary school until it closed in 2009, and also by Sale United Football Club since 2008. The pitch is used by the club at weekends for their junior team. It is proposed that this use would be retained and secured by a formal Community Use Agreement.
7. Sport England was consulted on the application and raises no objections, subject to conditions. While Sport England note a fence would be erected to the west of the existing pitch (behind one of the goals) and also to the south of the touch line of the football pitch, it is acknowledged this is required to create a secure area for safeguarding purposes. A condition is recommended requiring the fence behind the goal and to the south of the pitch to be located 3m from the goal line and touch line respectively.
8. In terms of other sports facilities, a hardstanding containing line markings for two unfenced games courts would be lost to the development. However a new fenced games court with goal ends would be created (MUGA). This facility is seen as being of particular benefit to school pupils, and will allow for participation by pupils who are wheel chair users. A hydrotherapy pool would also be provided inside the school building. There would also be an outdoor

gym (with stations) and a multi-functional indoor hall (which would amongst other things be used for indoor PE).

9. 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 their playing fields being better quality, and the new MUGA areas will provide facilities for new sports that can be accessed not only by the school but the wider community including potentially other schools in the area. There is also the potential for the controlled use of high quality school playing fields in the future by clubs out of school hours which is encouraged by CS Policy R5.2. The proposal is considered to be in accordance with Policy R5 of the Core Strategy and paragraph 74 of the NPPF.
10. Under Policy L8 of the Core Strategy new community facilities such as schools are required to mitigate the impact of development on specific green infrastructure with the provision of new trees (1 tree per 30sqm) or other appropriate GI measures. The Council's Arboricultural Officer has assessed the submitted scheme and considers it acceptable, subject to conditions.
11. The principle of development is therefore considered to be acceptable. Discussions are ongoing regarding the detailed wording of conditions suggested by Sport England. Further details will be reported in the Additional Information Report.

NEED FOR ADDITIONAL SPECIAL EDUCATIONAL NEEDS SCHOOL PLACES

12. In considering the provision of places across Trafford, the Local Authority (LA) must consider the demographics of each area and the accessibility of schools to the Trafford population as a whole. In this case the proposed school would be a Special Educational Needs (SEN) school.
13. The proposed SEN school would provide 50 additional spaces compared to the existing Brentwood School in Altrincham, which it is to replace. Therefore 150 school places would be available for pupils. The increased demand for special school places in Trafford is part of a national trend that has shown the numbers in special schools increase by over 6,000 during the past 4 years (Office for National Statistics, July 2013). This is in part due to the increase in the number of pupils of school age overall and partly as a result of the increasing rate of statements for pupils, in particular those with Severe Learning Difficulties, Autistic Spectrum Condition and Moderate Learning Difficulties. The number of primary aged pupils is expected to rise significantly by 2015 and statements of SEN are forecast to increase by over 2,000 pupils by 2020 (Trafford Council Review of SEN Provision 2012).
14. Local Authorities have a duty to ensure the availability for educational provision up to age 25 for young people with special educational needs. Currently for Brentwood School's year 14 leavers this duty has been met by out of borough independent specialist provision and local Further Education colleges. However in line with the findings Trafford Council's SEN Review

(March 2013), extending Brentwood's capacity to deliver education up to the age of 25 years old will allow more vulnerable young people to be educated in their own community. Brentwood School at its current site is operating at capacity or beyond with a minimum of over 20 additional places needed for 2015. The current site has used all its available internal and external space to support the present pupil population and it has a lack of specialist spaces and facilities to meet the needs of all its pupils in the longer term. The proposed new Brentwood School at the subject former Cherry Manor site will support pupil population by providing improved facilities and specialist provisions including additional specialist rooms, a large sports hall and hydro-therapy pool. Also the increased capacity will allow for growing population and to meet local demand within the borough.

DESIGN, VISUAL AMENITY AND IMPACT ON STREETSCENE

15. The NPPF at paragraph. 56. states that *'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. goes on to highlight that *'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.'* 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.'*
16. The surrounding area is mainly residential with a mixture of mid-late twentieth century properties and St Margaret Ward RC Primary School to the east. The design of the new building incorporates traditional building styles such as mono pitched roofs and the use of red brick which is characteristic in the immediate area.
17. Whilst the proposed new building is larger than most of the nearby residential buildings, its overall height at under 10m is not considered inappropriate with regards the context of the site. Similarly the scale and massing of the building varies due to its design which helps reduce its visual impact. Additionally it replaces the two existing largely single storey school buildings that provide little in terms of design quality. The proposed new school will represent a modern purpose built building of high quality design.
18. The new building has been designed to make a bold statement in relation to its plan form and incorporating elements of contemporary design whilst also acknowledging traditional design.

19. The new building has been positioned in a more westerly position than the existing school building. The new building will be partially screened by existing and proposed tree cover along the western and southern boundaries, although the new building will be clearly visible when viewed from the north however this is not dissimilar to the existing situation at the site.
20. It is considered that the use of red brick, render and cladding with varying sizes of fenestration are appropriate to the design of the building and would not result in any adverse impact on the character of the area.

RESIDENTIAL AMENITY

21. The nearest residential properties to the proposed development are the houses on Catterick Avenue to the west and Cherry Lane to the south side of the application site. The properties to Catterick Avenue are two storey terrace and semi-detached dwellings part of a planned residential development whose rear elevations face towards the application site. The properties on Cherry Lane are two storey detached and semi-detached dwellings. To the north of the site are two and three storey terrace houses accessed off Epsom Avenue. To the east of the site is St Margaret Ward RC Primary School.
22. At the nearest point the new building will retain a distance of approximately 9m to the site boundary with the property 18 Catterick Avenue and will retain a distance of approximately 17m to the rear elevation of 18 Catterick Avenue. Similarly a distance of approximately 29m is retained from the building to the front boundaries of the properties 71 – 85 Cherry Lane. The nearest property on Epsom Avenue to the new school building is 137 Epsom Avenue; a distance of approximately 60m is retained from the building to that property's boundary and a distance of approximately 65m to the rear elevation of No.137.
23. Boundary treatment proposed along the western side of the school site consists of 2.4m high weldmesh fencing. This would replace existing metal railing fencing. Trees and landscaping will also be introduced along this boundary. The weldmesh fence would be continued along the southern boundary on Cherry Lane, however in front of the proposed car parking area and entrance to the school the fence height would reduce to 1.8m high. On the northern and eastern boundaries the existing fencing is to be retained. Within the site various heights and styles of fencing are proposed for safeguarding reasons and security. No fencing within the site would be over 2.4m in height.
24. Although the redevelopment of the site proposes a larger school building than that which currently exists on the site, it is considered that the new building will have no significant adverse impact on the occupants of the nearby residential properties in terms of loss of residential amenity due in the main to the fact that the development is largely single storey and due to the generous separation distances retained.

25. A number of lighting columns will be located throughout the site, mostly to the new car-park area located to the east side of the site. These will be between 4m and 6m high lighting columns and will be positioned around and within the car-park. Wall fixed lighting will be positioned on all elevations of the building. It is recommended that the degree of illumination and glare be controlled by an appropriate condition to ensure that it falls within the recommended Institute of Lighting Engineers (ILE) guidelines. On this basis it is considered that the external lighting columns will not result in adverse levels of light pollution to the detriment of nearby residential properties.

TRAFFIC GENERATION AND HIGHWAY ISSUES

Parking and Access Arrangements

26. The proposals result in a school for 150 pupils with 100 staff and the number of classrooms in the proposed development are divided into 18 general classrooms, 3 specialist classrooms and 6 classrooms for the whole school to utilize.
27. Given the proposed school is for SEN and will replace an existing school in the borough, the evidence base used to assess the transport and highways elements of the scheme are based on surveys of existing staff and students at the existing Brentwood School in Altrincham and car parking accumulation assessments.
28. The submitted evidence indicates that there are 100 existing staff working at the site and 67% of these anticipate driving to the new school. Therefore 67 car parking spaces have been provided for staff. Additionally a further 2 car parking spaces have been provided for visitors and there are 4 proposed disabled bays provided within the site. The LHA have commented on the proposals and consider this provides adequate car parking for the existing staff. While there is a chance changes in staffing levels may occur, the 6 visitor and disabled bays would act as overflow car parking spaces should this happen.
29. In regard to the pupils, at the existing Brentwood School site in Altrincham, 15 minibuses, 9 taxis and 3 private vehicles access the site for the existing 108 students. At the proposed school 150 pupils will be present. Therefore the applicant has factored up the original trip methods to provide a prediction of 25 minibuses, 13 taxis and 4 private vehicles to access the proposed site. A designated drop off area is proposed and this will service 11 minibuses at any one time. The submitted documentation confirms staff will not arrive or depart at the pick-up / drop off times so the car park will operate as a mini bus holding / queuing area.
30. The Council's Parking standards require 20 cycle parking spaces and 10 motorcycle spaces and these are to be provided within the site. The proposed cycle parking spaces will be sited at two locations within the site and will be available for both staff and visitors. The LHA have commented the outdoor uncovered cycle stands need to have 1m spacing between the stands and

1.5m between the two rows of proposed covered stands. For motorcycle parking, the dimensions should to be increased.

31. The existing playing field is used by Sale FC every weekend during the football season. It is understood each match can generate up to 20 cars, mainly transport for the players. Few spectators are attracted to the site and it is considered that the proposed car parking on the site is adequate to support the use.
32. Further to this, it is intended that the school will offer limited use of its leisure facilities at weekends and some evenings for groups of no more than 20 parents with their children. It is considered that the proposed car parking on the site is adequate to support this use.
33. In terms of trip generation, the LHA have assessed the submitted Transport Assessment and Travel Plan. The assessments undertaken are based on existing data surveys for Cherry Lane from 2009 and site surveys from September 2014. A classified turning count was also undertaken in September 2014 as well as a car parking accumulation survey. The peak hours studied were 8.15-9.15am and 3.30-4.30pm.
34. In terms of the trip generation, it is proposed that in the AM peak there will be 46 arrivals and 37 departures. In the PM peak there will be 39 arrivals and 49 departures.
35. In terms of effects on the network, Cherry Lane at the junction of Manor Avenue is operating at 0.87 which is approaching capacity and the resulting additional trips would push this to 0.97 which would result in an increase in queuing traffic of up to 8 vehicles at one time in the peak hour and an approximately 90 second delay. The LHA consider the proposals to be acceptable and recommend a condition requiring a Travel Plan update to be undertaken and submitted to the Council for approval prior to first occupation of the school.
36. The proposals look to retain the existing in and out arrangement on Cherry Lane however the access will be widened from 3.9m wide to 6m wide. This would allow two large vehicles to safely pass each other on the access road.
37. In terms of pedestrian access it is proposed to construct a new pedestrian entrance into the school grounds from Cherry Lane. This entrance would be approximately 30m to the west of the existing access road. It is intended to be used as the main pedestrian entrance to the site for staff and visitors. It will be gated at a height of 1.8m and will be fully accessible and lead directly to the main entrance into the school.

DEVELOPER CONTRIBUTIONS

Community Infrastructure Levy (CIL)

38. Educational development is not CIL liable; therefore the proposed development does not require any CIL contributions.

DRAINAGE/FLOODING

39. The applicant has submitted a Flood Risk Assessment which has been assessed by the Council's drainage engineer. That submitted is considered to be acceptable and no objections are raised to the scheme. A condition is recommended for details of a sustainable drainage scheme to be submitted and approved in writing by the Local Planning Authority.

TREES

40. The existing site exhibits a number of trees, mostly to the southern boundary with Cherry Lane where they contribute to the landscape character of the area. None of the existing trees at the site are subject to Tree Preservation Orders or Conservation Area status. The submitted Arboriculture Report details 5 individual trees, 5 tree groups and part of 2 tree groups (approximately 30 stems in total) must be removed to facilitate the development. Protective barrier fencing will be used around retained trees prior to commencement of development.
41. The loss of the detailed trees/shrubs is not considered to have any adverse impact on the character of the area. An appropriate landscaping condition would be attached to ensure suitable soft landscaping proposals throughout the site. The Council's Arboricultural Officer has recommended that any vegetation removal can be mitigated with appropriate replacement planting and recommends conditions to secure adequate hard and soft landscaping and tree protection measures for existing trees.

CONCLUSION

42. The proposal represents the replacement of an existing SEN school with a larger and better equipped school in a new location within the borough for the purpose of providing additional accommodation as a response to SEN requirements in Trafford which indicates a need for increased pupil places. The proposed development would have the wider public benefit of improving SEN facilities at the site. Paragraph 72 of the NPPF states that '*The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools*'. In addition, the Communities and Local Government Policy Statement 'Planning for Schools Development' published in August 2011 states that '*There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.*'

43. The proposed development will provide an important SEN school within the borough with excellent, up to date facilities for its pupils. Furthermore it would provide facilities for community use, ensuring existing sports facilities are retained. It is considered the proposal would not have a harmful impact upon the surrounding road network and sufficient parking would be provided at the site for staff and visitors, with a widened access and drop off and pick up area within the school site.
44. It is considered that any impacts on residential and visual amenity, open space/recreational land and highways concerns and general activity within the site associated with the daily operation of a SEN school site would not be so detrimental as to justify refusal of the planning application and should be balanced against the significant benefits for existing and future pupils of Brentwood SEN school and for the wider community.

RECOMMENDATION: GRANT, subject to the following conditions:-

1. Standard
2. Approved Plans
3. Submission of materials
4. Notwithstanding the submitted details, landscaping to be submitted and implemented
5. Tree Protection
6. Retention and provision of access and parking facilities
7. Management plan for out of school hours activities (including hours of use of buildings and external pitches)
8. Submission of cycle and motor cycle parking facilities
9. Construction Management Plan to include parking layout provision for construction vehicles and wheel wash measures (Construction traffic)
10. Contaminated land condition
11. Bat Protection Condition
12. No tree or shrubs to be removed between the 1st March and 31st July in any year unless a detailed bird nest survey is undertaken which confirms that no birds nests are present
13. Submission of external lighting details including on-going maintenance programme
14. Compliance with details of noise survey for plant
15. Sustainable drainage
16. 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.
17. Scheme to ensure that the existing sports use currently taking place on the playing field can continue during construction works
18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any order amending, revoking or re-enacting that Order) the area of existing playing field to the north

west of the proposed school building (labelled as 'Area for School Use' on drawing number 141028_OSA titled 'Proposed Sporting Facilities / Open Space Improvements') shall remain available for use as a playing field.

19. Community use agreement to be submitted and approved in writing by the Local Planning Authority (after consultation with Sport England) and implemented.

20. Notwithstanding the submitted details, Travel Plan update to be submitted and approved in writing by the Local Planning Authority and implemented

LB



LOCATION PLAN FOR APPLICATION No: - 84225/FUL/14

Scale 1:2500 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

WARD: Clifford

84294/VAR/14

DEPARTURE: No

APPLICATION TO REMOVE CONDITIONS 5 (OBSCURED-GLAZING) AND 12 (RESTRICTION TO 1-BEDROOM) ASSOCIATED WITH UNITS 13 & 14 OF PLANNING PERMISSION 82292/FULL/2014 (ERECTION OF 14 DWELLINGHOUSES), TO ALLOW THESE PROPERTIES TO INCREASE THE NUMBER OF BEDROOMS ACCOMMODATED WITHIN.

Land Bounded By Ayres Road, South Croston Street, Shrewsbury Street, Old Trafford, M16 7WY

APPLICANT: Drumahoe Developments Ltd.

AGENT: PPD

RECOMMENDATION: GRANT

SITE

The application site relates to an island of land, some 0.17ha in size, which is bordered by highways on three sides. Its longest frontage faces north onto Ayres Road, an important route through the heart of Old Trafford. On the opposite side of this highway is a series of 1960's/1970's housing developments that have been laid out in an irregular formation. The eastern site edge is defined by South Croston Street. Beyond that is an apartment block and Chorlton Road. To the west is Shrewsbury Street, which comprises of a row of Victorian terraced houses and a run of 16 'on-street' parking spaces.

In September 2014 planning permission was granted on this site for the erection of 14 dwellinghouses with associated car parking and landscaping. More specifically a terrace of 11no. four-bedroom properties fronted onto Ayres Road, whilst three dwellings faced South Croston Street, split into 2no. 1-bed units and a single 2-bed house. Work on this development has recently commenced on site.

This 14 unit scheme could only accommodate 26 off-street parking spaces within the confines of the site. Therefore to restrict the level of on-street parking taking place, to the detriment of existing surrounding residents, a condition was added to limit the size of Units 13 and 14 to one bedroom only. A further condition was added that required their first-floor rear window to be fitted with obscured-glazing, thus protecting the privacy of this room.

PROPOSAL

This application originally sought to remove conditions 5 (obscured glazing) and 12 (restriction to one bedroom) of planning permission 82292/FULL/2014 in their entirety, thus allowing up to four bedrooms to be accommodated within them.

However the applicant has since agreed to amend, rather than remove, condition 12 so that Units 13 and 14 do not provide more than two bedrooms each.

Condition 5 of 82292/FULL/2014 is worded as follows:

Upon first installation, the first-floor windows in the rear elevation of Units 13 & 14 of the development hereby permitted shall be fitted with, and thereafter retained at all times, in obscure glazing (which shall have an obscurity rating of not less than 4 in the Pilkington Glass Range or an equivalent obscurity rating and range).

Reason. To protect the privacy and amenity of the occupants of the adjacent and prospective dwellinghouses, having regard to Policy L7 of the Trafford Core Strategy.

Condition 12 of 82292/FULL/2014 is worded as follows:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), Units 13 and 14 (as shown on dwg ref: SK1 Rev: F, dated 11th August 2014) of the development hereby approved shall not provide any more than one bedroom.

Reason: In the interests of the parking amenities of the area, and having regard to Policy L7 of the Trafford Core Strategy.

No new floor-space would be created by the proposed revisions.

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

PROPOSALS MAP NOTATION

Unallocated

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

82292/FULL/2014 - Erection of 14no. dwellinghouses with associated car parking and landscaping works – Approved with Conditions, 26th September 2014

H/OUT/54438 – Demolition of existing building and erection of four and five storey building to accommodate 45 apartments with basement car parking and 292sqm of floor-space for use as a community resource – Approved with Conditions, 6th October 2006

H/51498 – Change of use of vacant industrial premises with ancillary storage and retail to storage and distribution use with ancillary retail – Refused, 12th July 2001

APPLICANT'S SUBMISSION

A statement has been submitted on behalf of the applicant that seeks to demonstrate why conditions 5 and 12 should be removed. This can be summarised as follows:

Condition 5:

- The nearest residential windows to Units 13 & 14 are at an acute angle to each other; therefore we contend that there is no privacy issue which requires the installation of obscured glass.
- The replacement of obscured-glass with clear glass would be 'permitted development' and the condition is therefore unreasonable and should be removed.

Condition 12:

- Condition 12 concerns internal alterations to the house which are not within the description of 'development' in the Planning Act, and therefore no planning control exists over them.

CONSULTATIONS

LHA: Objects to any increase in bedroom numbers if no further parking spaces are provided. These comments are assessed further within the Observations section below.

REPRESENTATIONS

None

OBSERVATIONS

ACCESS, HIGHWAYS AND PARKING

1. Car parking for the dwellinghouses approved under 82292/FULL/2014 is provided within a shared parking court at the centre of the site, although individual spaces are designated to each unit. Extensive negotiations took place during the course of the application to allow the site to achieve its full potential with respect to number of houses delivered, whilst also ensuring that an appropriate level of car parking would be associated with each plot. Due to the constrained size and shape of the site, the developers were offered the choice of providing fewer houses (13), but each with four bedrooms inside, or to propose 14 dwellings with some accommodating a reduced number of bedrooms to temper their parking requirements. The developer chose the latter option and indicated that two parking spaces would be designated for every dwelling containing two or more bedrooms, and one space for the 2no. one bedroom units, giving an overall total of 26 spaces. The floor-plans for Units 13 & 14 were amended to show a large bathroom to the rear of the first-floor, whose window would be fitted with obscured-glazing, instead of the second bedroom that is present on all of the other properties within this scheme.
2. In reaching a decision on the scheme, recognition was given to the maximum nature of the standards and that, in this instance, there are on-street parking opportunities immediately outside of the application site on South Croston Street (both sides) and Ayres Road that could accommodate some shortfall and/or demand for visitor parking. Reference was also made to the layby of 16 parking spaces that adjoin the site's Shrewsbury Street boundary. These spaces appear to be well used by residents of the existing terrace on the opposite side of the road, although they are not formally allocated to any particular properties or business and therefore can be utilised by the occupants of the new development.
3. The applicant's revised request to increase Units 13 and 14 to two-bedroom properties would normally require each house to provide one additional parking space. No additional parking is proposed as part of this application, which has prompted an objection from the LHA who have indicated that the previous scheme was only supported on the basis that the number of bedrooms within Units 13 and 14 were limited. However, in assessing the acceptability of this revision, recognition is given to the approved layout of the two houses in question, which do not make best use of the space available on the first-floor, and would not be suitable for families to occupy. Whilst the LHA has objected to any further shortfall in parking, there is space immediately outside of the approved houses fronting Ayres Road and South Croston Street to accommodate the additional parking demands that result from the approved development, and the two further vehicles that may seek to park on-street as a result of this current application. It should also be noted that only one letter of objection on parking

grounds was received in response to the original application, at a time when 20 houses had been proposed. The revised scheme would fall marginally short of achieving 200% parking provision for 14 houses. It is not considered that sufficient demonstrable harm would be caused to the parking amenities of the area, given the points raised above, that would warrant a refusal of planning permission solely on highways grounds. Therefore, on balance, it is recommended that Units 13 and 14 be allowed to increase up to two bedrooms in size. The obscured-glazing condition could be removed in its entirety, as there are no facing houses in close proximity and the new bedrooms would need to achieve a clear-glazed outlook.

4. It is worth noting that the complete removal of condition 12 would not have been supported, as this would have allowed up to four bedrooms to be accommodated (through conversion of the roof-space) in each of Units 13 and 14, thus resulting in the potential for four additional cars to park on the surrounding highways. Regard has been had to the pressure for on-street parking in this part of the Borough and it is considered that this development should not result in vehicles having to park anywhere other than the immediate vicinity of the approved houses, particularly given some of the committed developments that exist in the local area.

CONCLUSION

5. An increase in the size of Units 13 and 14 to two bedrooms each would make best use of the available floor-space and would allow them to be occupied by a small family. The concerns of the LHA are recognised and it is disappointing that the applicant, having chosen to opt for a higher number of residential units with reduced bedroom numbers on the original submission, is now seeking to increase the number of bedrooms. However, it is not considered that it would be possible to demonstrate that the additional harm to the amenity of residents in the area caused by the inclusion of one additional bedroom to units 13 and 14 would be so great as to outweigh the benefits of the proposed scheme and warrant a refusal of planning permission. As such it is recommended that condition 5 be removed from planning permission 82292/FULL/2014, and the wording of condition 12 should be amended, which results in the following:

RECOMMENDATION: GRANT subject to the following conditions

1. Standard;
2. Compliance with all Plans;
3. Materials;
4. Landscaping including surfacing materials to car park);
5. Boundary Treatments;
6. External Lighting;
7. Provision of access and parking facilities;
8. Retention of access and parking facilities;
9. Drainage details;
10. Removal of PD rights (rear extensions, dormers, front porches);

11. *Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), Units 13 and 14 (as shown on dwg ref: SK1 Rev: F, dated 11th August 2014) of the development hereby approved shall not provide any more than **two** bedrooms.*

Reason: In the interests of the parking amenities of the area, and having regard to Policy L7 of the Trafford Core Strategy.

12. Cycle parking;

13. Crime Prevention Plan;

14. Contaminated Land – Phase I survey;

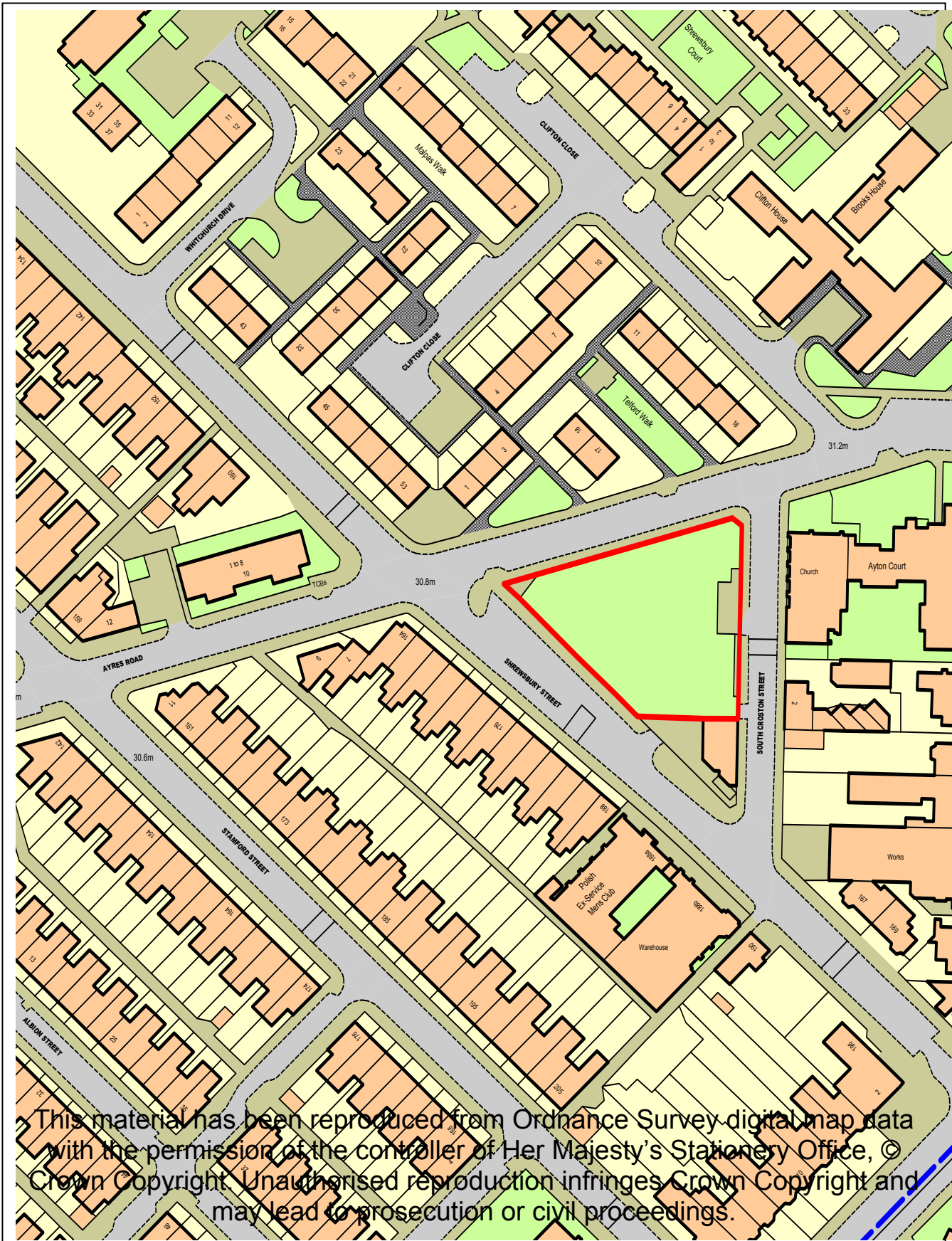
15. Windows to be recessed within their elevations by minimum 100mm;

16. Parking court to be secured by electronic gates to vehicular and pedestrian access points;

17. Wheel Wash;

18. Landscape Maintenance;

JK



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LOCATION PLAN FOR APPLICATION No: - 84294/VAR/14
Scale 1:1250 for identification purposes only.
Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH
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**WARD: Bucklow St. 84381/FUL/14
Martins**

DEPARTURE: No

DEMOLITION OF VACANT INDUSTRIAL BUILDINGS AND ERECTION OF A PART SINGLE, PART TWO-STOREY, BUILDING TO PROVIDE A 62-BEDROOM RESIDENTIAL CARE HOME WITH VARIOUS ANCILLARY FACILITIES WITHIN. FORMATION OF NEW CAR PARK AND VEHICULAR ACCESS FROM WOOD LANE. LANDSCAPING AND BOUNDARY TREATMENT WORKS THROUGHOUT.

Crosbie Coatings Ltd, 28 Wood Lane, Partington, M31 4BT

APPLICANT: G&J Projects Ltd & Kingsley Healthcare Group

AGENT: Condy & Lofthouse Ltd

RECOMMENDATION: GRANT

SITE

This application relates to a vacant, former industrial site that was previously occupied by 'Crosbie Coatings Ltd'. A series of one and two-storey brick-built buildings, including some that immediately follow the back of the Wood Lane footpath, occupy the 0.46 hectare plot. The remaining space is covered in hardstanding. Vehicular access can be achieved via two points along Wood Lane, positioned at either end of the site's frontage.

The character of the surrounding area is predominantly residential, with a series of bungalows situated on the opposite side of Wood Lane, to the south of the site. Houses associated with Buttermere Road and Langdale Road back onto the north-eastern boundary of the site. The premises adjacent to the western boundary are used for 'light industrial' purposes. Further along Wood Lane is a short parade of commercial premises. An area of Protected Open Space extends beyond the rear of the site to the north.

PROPOSAL

This application seeks consent to demolish all of the vacant industrial buildings within the identified site and develop the land to create a 62-bed, two-storey care-home (Use Class C2). The proposed building would comprise of three connected 'arms', one of which would run parallel to the Wood Lane highway. Brickwork and slate-effect tiles have been identified as the primary external materials.

Inspection of the floor-plans submitted for the new building reveals that in addition to the 62 en-suite bedrooms, the development would accommodate a series of ancillary facilities designed to serve its residents. These include communal lounges, laundry and kitchen facilities, a café and a hair salon.

Vehicular access into a 20-space car park would be taken from a revised entrance point at the western end of the site frontage. Private and secure amenity areas would be located across the eastern portion of the site, separating the main buildings from the boundaries with residential properties.

The scheme has been amended during the course of the application process to improve the level of articulation displayed by the elevation facing the Protected Open Space, and to increase the amount of tree-planting proposed within the site.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF; and
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL CORE STRATEGY POLICIES/PROPOSALS

- L1 – Land for New Homes
- L2 - Meeting Housing Market Needs
- L3 – Regeneration and reducing Inequalities
- L4 – Sustainable Transport and Accessibility
- L5 – Climate Change
- L7 – Design
- L8 – Planning Obligations

PROPOSALS MAP NOTATION

The application site falls within the boundaries of the Partington Priority Regeneration Area

NATIONAL PLANNING POLICY FRAMEWORK

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

RELEVANT PLANNING HISTORY

84285/DEM/14 - Demolition of vacant industrial buildings (Consultation under Schedule 2, Part 31 of the Town and Country Planning (General Permitted Development) Order 1995) – Prior Approval Granted 19th December 2014.

H46606 – Erection of bund wall and three vehicle storage tanks following the removal of existing storage tank on the Wood Lane frontage – Approved with Conditions, 11th December 1998.

H42182 – Construction of bulk storage tanks – Approved with Conditions, 8th May 1996.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement; Planning Statement; Transport Statement (including interim Travel Plan); Crime Prevention Plan; Bat and Tree surveys; and a Phase I Preliminary Sources, and Phase II Site Investigation, Report as part of their application. The information provided within these documents is discussed, where relevant, within the Observations section of this report.

CONSULTATIONS

LHA: No objections subject to a detailed design of the works to the public highway being submitted, and a full Travel Plan being produced for the site.

Pollution & Licensing:

Contaminated Land: There is a high potential for contamination of the site and the wider environment to have occurred which needs to be quantified and remediated to prevent any risks to future site users and the environment. This has been confirmed in the Phase I site report. A Phase II report should be submitted and implemented.

Nuisance: No objections, subject to use of appropriate noise attenuation measures being incorporated into the final design of the building.

GMEU:No objections

GMP: Design for Security: The Crime Impact Statement submitted is of limited value and therefore a condition should be added to any permission that requires details of how crime prevention measures shall be incorporated into the development.

United Utilities: No objections subject to standard conditions and informatives being added to any permission.

Electricity North West: Any comments received will be included within the Additional Information Report.

REPRESENTATIONS

None

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Demolition of existing industrial buildings

1. The built development that can be seen within the application site today has evolved incrementally during the course of its use as a place of industry. Inspection of historic records reveals that the 'L'-shaped collection of two-storey buildings, which include the main frontage onto Wood Lane, were present at the time that the Cheshire Tithe map was produced for this area (1836-1851), when the site functioned as a Tannery. The age of these buildings provides them with a degree of historic significance, although this is diminished somewhat by the extent that they have been altered physically. Notwithstanding these alterations, the Victorian units, and the other buildings and structures that sit within the site generally, are considered to be of low architectural significance and stand in a poor state of repair. Certainly the Wood Lane frontage contributes little towards the Wood Lane streetscene. Therefore the buildings are considered to be of insufficient quality to fall as non-designated heritage assets, and there are subsequently no objections to their demolition in this respect.
2. A Bat Survey has been undertaken by a suitably qualified specialist, in relation to the buildings set to be demolished, and found that the site is unlikely to support any bat roosts.

Loss of Employment Use

3. Although presently vacant, the site provides an (industrial) employment use that could potentially be resurrected in the future. As such the demolition of the existing buildings on the site, and subsequent loss of employment land, should be assessed against the relevant tests set out within Policy W1.12 of the Trafford Core Strategy. This requires developers to demonstrate that there is no need for the site to be retained for employment purposes; that no other suitable alternative

sites exist within the locality; identify a clear need for the new development; and show that the primary function of the locality will not be compromised by the proposals.

4. The Planning Statement submitted with the application highlights that Trafford's identified supply of employment land has grown by 79 hectares over the last five years, and draws attention to the 176 hectare supply of employment land in neighbouring Carrington. Subsequently the application site does not significantly contribute to the overall provision of employment land in Trafford, and there is not an acute need to retain the site solely for employment use.
5. The Planning Statement goes on to explain that the developers, Kingsley Healthcare, and Seddons Construction Ltd. have identified the site as being in a marketable location for this use, due to its use of brownfield land and proximity to local amenities. It also borders other residential areas and as such would not compromise existing surrounding uses. No other viable site opportunities were identified, despite numerous enquiries, in the local area.
6. The redevelopment of the application site would result in the loss of 0.46 hectares of employment land that has been in-situ here, in one form or another, since the mid-Victorian period when this was a predominantly agricultural part of the Borough. From the 1960's onwards though residential development has been constructed around the site and subsequently it has come to be viewed as a 'bad neighbour' use. The application buildings currently stand vacant and, given the context within which they sit and their poor condition, it is considered that the prospect of them being reoccupied and the site thriving again are low, particularly given the offer available in nearby Carrington and Trafford Park. As such the loss of this employment land, and its subsequent redevelopment to form additional accommodation for the elderly, is accepted in this instance.

Erection of a Residential Care Home

7. Policies L2.17 & L2.18 deal with meeting the identified needs of older people within the Borough. Specifically, L2.18 identifies the need for approximately 4% (500 units) of the overall housing land supply to be made available to the frail elderly. As yet this figure has not been fully delivered (within the current plan period so far) and in any event represents a minimum target. As such the development will contribute towards meeting an identified need for elderly accommodation.
8. In addition to the above, it is considered that the development will contribute towards meeting other strategic and local objectives within the Core Strategy; in particular Partington Place Objectives PAO1 and PAO2 which advocates residential development that will tackle population decline and achieve sustainable growth, and developments that maximise the potential of vacant and derelict sites.
9. Whilst the loss of the industrial units on the application site is accepted, for the reasons already outlined, the retention and continued occupation of those light-industrial units to the west is encouraged. Policy W1.12 states that any new

development sited on land formerly used for employment purposes should ensure that it does not compromise the primary functions of its neighbours. In this instance the introduction of a residential use next to a cluster of existing industry should not cause the latter to be viewed as a 'nuisance neighbour' that would damage its viability.

10. In this instance the car park and staff/back-of-house facilities have been sited immediately adjacent to the western site boundaries so as to protect the bedrooms and amenity areas to the care home from any noise that might be generated by the nearby commercial premises. These measures, and others, are examined in more detail within the 'residential amenity' section of this report, but are considered to be sufficient to protect the primary function of this small pocket of industry.
11. Overall the existing buildings are considered to be of low heritage value and are unlikely to represent an attractive proposition to prospective businesses due to their poor state of repair and residential setting. The proposed scheme is considered to be in accordance with Development Plan policy with respect to its efficient use of previously developed land; access to local amenities; and contribution towards meeting the needs of the elderly. The benefits of meeting a number of the identified Partington Place Objectives, and enhancing the quality of a Priority Regeneration Area generally are also recognised. Therefore the principle of the proposed development is considered to be acceptable. A further assessment shall now be made against the various tests identified within Policy L7 – Design, of the Core Strategy.

RESIDENTIAL AMENITY

Impact of the development on existing, surrounding residents

12. The application site is bound along its north-eastern edge by a series of properties whose rear gardens back onto the site. Facing these residences, would be a long two-storey elevation to the care home, which contains a series of communal lounge and private bedroom windows within it. As a minimum separation of 12m-26m would be retained between the new building and the site boundary, there are no concerns regarding loss of privacy to neighbouring gardens, since the 10.5m guideline referenced in SPG: New Residential Development has been achieved.
13. An existing hedge, approximately 3m in height, runs along the north-eastern site boundary and this is set to be retained as part of the development proposals. This should be sufficient to restrict views into neighbouring gardens from the communal sun lounge and garden areas during the spring and summer months. However reliance on soft landscaping alone during the winter would result in a loss of privacy for both sets of residents, and therefore it is recommended that a wall or fence be installed to supplement the existing hedge.
14. The short rear garden to 26 Wood Lane is enclosed on two sides by the eastern portion of the application site. The development has been sited so as to limit its projection alongside this neighbouring amenity space, and to maintain a minimum

separation of 4m away from it. Given that the gable-end of No.26 is free of windows, the resulting relationship between the two buildings is considered to be acceptable. Furthermore the only windows situated on the north-eastern end of the care-home are those that serve the internal corridors, and as such they can be fitted with obscured-glazing to prevent opportunities for overlooking, albeit at an acute angle, into the garden of No.26.

15. A minimum distance of 23.8m will be retained between the windows on the Wood Lane frontage to the development, and those belonging to the closest facing bungalow on the opposite side of the highway. This distance exceeds the recommended 21m set out within the Council's SPG: New Residential Development.

Quality of Amenity for Prospective Residents

16. To the west of the application site is a small collection of light industrial units, whose tenants include the remainder of the Crosbie Coatings business, a retail lighting firm, and a carpenter's. The Care-Home's car parking area and staff/back-of-house facilities have been positioned closest to the western boundary so that all but six of the 62 bedrooms proposed are over 20m away from the nearest commercial unit. The introduction of a robust section of boundary treatment and landscaping along the western site edge will further soften the relationship between the two sites. Notwithstanding this the developer should submit a scheme that identifies all of the noise attenuation measures that will be necessary to reduce the impact of any industrial noise (down to BS8233 criteria for internal rooms).
17. Residents of the proposed development would be provided with their own en-suite bedroom and would have access to a range of communal facilities, such as lounge areas, a hair salon and a café. An area of semi-private amenity space, some 900sqm in size, has been shown to the north-east of the main building, which is considered to be sufficient provision for a building of this size and use.

LAYOUT, SCALE, DESIGN AND STREETSCENE

18. The plan-form of the proposed development comprises of three connected 'wings', with each positioned at roughly 90° to its adjoining arm(s). This arrangement has allowed for a strong frontage to be presented onto Wood lane; results in a clear separation between the car parking and amenity areas associated with the care-home; and serves to break-up the overall quantum of development on the plot. Designating the area adjacent to the remaining commercial premises to the west for car parking/servicing, and positioning the secure amenity space next to the Buttermere and Langdale Road houses to the east, is considered to be an appropriate approach.
19. The Wood Lane frontage to the proposed development has been set, on average, 5m-6m back from the footpath. This siting is welcomed as it follows a similar alignment to the residential properties to the east and creates an area of defensible space between the footway and the ground-floor bedroom windows. Furthermore sufficient space has been created for new tree-planting to be

introduced along the site frontage, which will hopefully help the development to assimilate into the wider streetscene.

20. The majority of the care-home building is two-storeys in height, with the remaining elements restricted to just a single-storey. This scale is considered to be in-keeping with that of the neighbouring uses either side of the site and, to a lesser extent, opposite it. A minimum distance of 4m has been retained between the new building and the gable-end to 26 Wood Lane which will be sufficient to preserve a reasonable sense of space within the public streetscene.
21. A traditional design approach has been adopted for the external elevations of the care-home, which is in-keeping with the surrounding residential estate. The massing of each arm to the building has been adequately broken up using contrasting brickwork, gable projections and large window openings. The exception to this is the rear elevation, which faces towards the open land to the north. Additional articulation has been sought for this aspect of the building and will be referred to within the Additional Information Report. Importantly it is considered that the proposed development will significantly enhance the character and appearance of this section of the Wood Lane streetscene, particularly if properly landscaped, compared to the existing industrial buildings that display a blank façade towards the highway.

ACCESS AND CAR PARKING

22. The submitted site plan shows that 20 parking spaces would be provided for this 62-bed care-home, within a designated car park at the south-western end of the site. The LHA considers that this will be sufficient to accommodate peak demands on weekdays and at weekends, and therefore would not lead to cars parking on the surrounding streets. Short-stay cycle parking has been shown in two locations within the site, however some of this would need to be provided as secure, long-stay parking for staff. Details of where and how this could be achieved can be submitted as part of a condition, and therefore there are no objections to this aspect of the development.
23. The Transport Statement for the development shows that the total volume of traffic generated by the proposed use would be modest and would not have a significant impact on the operation of the highway network. More specifically, the total number of weekday vehicle movements is likely to be lower during the morning and evening weekday periods. Some additional traffic movements are expected to occur in the evening and at weekends, when the previous use would have been unoccupied, but the volumes of traffic are small and will have no significant impacts.
24. Some minor works will be undertaken to the public highway to create the proposed wider access off Wood Lane and into the site car park. The detailed design for these should receive written approval from the LHA before these works commence.

FINANCIAL CONTRIBUTIONS

25. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'all other' 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).
26. 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 to provide additional trees on site as part of the landscaping proposals.

CONCLUSION

27. In conclusion, the proposed development would result in the creation of a 62-bed care-home that would contribute towards meeting the needs of the frailer elderly in this part of the Borough. It would also comply with the aspirations of the Partington Priority. The development makes efficient use of a previously developed area of land and will not unduly impact upon the residential amenity of existing or future occupants in the vicinity. The scale, massing, siting and design of the proposal pays due regard to its surroundings and will improve the quality of the Wood Lane streetscene. The level of parking provision associated with the scheme is in accordance with the Council's Parking Standards. Therefore the development is considered to be in-line with all relevant Policies set out in the Trafford Core Strategy, and its SPG: New Residential Development.

RECOMMENDATION: GRANT

CONDITIONS: -

1. Standard;
2. Compliance with all Plans;
3. Use of building as a care home for the elderly;
4. Materials;
5. Landscaping;
6. Details of tree protection measures to be submitted;
7. All windows serving a bathroom or WC shall be fitted with obscured-glazing (minimum of Pilkington Level 4);
8. Submission of details for all boundary treatments
9. Provision and retention of parking spaces;
10. Drainage, to include discharge storm water at a peak rate that accords with the limits set out within the Manchester City, Salford and Trafford Level 2 SFRA;
11. Prior to the commencement of any works (demolition), a Construction Management Plan (CMP) shall be submitted to and approved by the LPA. The CMP shall include details regarding dust and noise prevention and wheel washing for vehicles leaving the site.
12. Vegetation and tree removal works shall be undertaken outside of the optimum bird nesting season (March to July inclusive) unless otherwise agreed in writing by the LPA in conjunction with GMEU.

13. Prior to the commencement of any Phase 1 works (demolition), a Management Plan for Wheel Washing of large vehicles shall be submitted to, and approved by, the LPA. The Management Plan shall be updated and submitted for approval prior to the commencement of each subsequent phase of development.
14. Further details of crime prevention to be submitted;
15. Travel Plan;
16. Detailed Design of works to public highway to be submitted.
17. Noise attenuation measures;
18. Cycle parking;
19. Gable-end of industrial unit to be made good;
20. Contaminated Land;

JK



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LOCATION PLAN FOR APPLICATION No: - 84381/FUL/14

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Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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WARD: Hale Central

84427/HHA/2014

DEPARTURE: No

ERECTION OF PART SINGLE, PART TWO STOREY FRONT, SIDE AND REAR EXTENSION.

31 Grove Lane, Hale, WA15 8JF

APPLICANT: Mr Philip Whitehouse

AGENT: Mr Mark Thompson, Greenhalgh & Williams

RECOMMENDATION: GRANT

The application has been reported to the Planning Development Control Committee because the applicant's partner is an employee of Trafford Council.

SITE

This application relates to a semi-detached two storey dwelling house located in a residential area to the west of the centre of Hale village and sited at the junction of Grove Lane with Lomond Avenue, a cul de sac of four detached properties located at a lower level than Grove Lane. Aside from the building itself, the plot comprises one off-street car parking space and a small garden area to the front of the property, with a side and rear boundary fence reaching a maximum of 1.8m enclosing a side and rear garden. Recently, a detached garage has been demolished to the side of the dwelling. To the rear of the building, there is a single storey outrigger with lean-to roof and the connecting property, No.33 Grove Lane, has a conservatory that is adjacent to the common boundary that projects approximately 2.5m, 0.5m from the common boundary and then splays off to a maximum of 3.3m.

There is a strip of unadopted land located between the western boundary of the site and Lomond Avenue which is owned by No.25 Grove Lane and contains a row of mature conifers that are closely positioned to one another and the hedge is located towards the rear of the application property to provide some privacy for neighbouring residents.

The rear garden is approximately 12.5m in length from the main rear elevation to the rear boundary, with the garden on an incline towards the rear to meet the level ground of Lomond Avenue to the north. The frontages of Nos.1-4 Lomond Avenue are open with large habitable rooms at both ground and first floor level.

The property is surrounded by residential properties on all sides.

PROPOSAL

The applicant has recently demolished a detached garage to the side of the property and proposes to demolish a single storey outrigger to its rear prior to erecting a part single, part two storey side and rear extension, with a canopy extending from the

existing entrance porch on its front elevation. This enlargement of the property would create an enlarged kitchen/breakfast area with utility room and attached garage at ground floor level and an enlarged bedroom and ensuite at first floor level.

The original submission's size, scale and massing were considered to be visually intrusive within the streetscene and therefore amended plans have been discussed and formally submitted.

The amended scheme has therefore reduced the width of the ground floor side element from 3.2m to 2.8m, with its front elevation providing 600mm as a separation distance between the front corner of the proposed garage and the side boundary, and increasing to approximately 1.5m towards its rear. The length of this ground floor extension would be approximately 10.8m to wrap around to the rear of the property and project 4150mm from the main rear wall of the host building, maintaining a minimum distance of 900mm between it and the angled common boundary with the adjacent property, 33 Grove Lane.

The proposed first floor originally was to be the same width as the ground floor element, but this has been further reduced to provide an external width of 1.5m, but set back by approximately 0.6m. The proposed first floor development would align with the existing main rear elevation of the property.

The proposed development would increase the property's internal floor space by 43.70m².

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

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

None.

APPLICANT'S SUBMISSION

None.

CONSULTATIONS

LHA – Considers the length of driveway not to comply with SPD3 and may cause a vehicle to obstruct and overhang the footway. Suggests increasing the length of the driveway to a minimum of 5.5m whilst retaining a minimum 4.8m long garage. Alternatively the LHA would not object to the current layout providing a condition is attached requiring a roller shutter access for the proposed garage.

REPRESENTATIONS

Neighbours: 2 representations received making the following comments:-

- Documents are not available on line (20/12/14).
- Proposed access gate to rear boundary would impact upon occupants of 2 Lomond Avenue.

OBSERVATIONS

DESIGN AND APPEARANCE

1. 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.
2. SPD 4: A Guide for Designing House Extensions and Alterations requires extensions to reflect the character, scale and form of the original dwelling by matching and harmonising with the existing architectural style and detailing. The SPD sets out specific guidance relating to these areas.
 3. Para 3.1.1 of the above guidance states that “Side extensions should be appropriately scaled, designed and sited so as to ensure that they do not:
 - Appear unacceptably prominent,
 - Erode the sense of spaciousness within an area
 - Detract from a dwelling’s character.
 - Adversely affect the amenities of neighbouring properties”.
 4. Paragraph 3.3.1 supports the above by stating that “Extensions on corner properties, between the side of the house and the road, can appear unduly prominent and obtrusive, particularly if they come forward of the general line of the fronts of neighbouring properties. Extensions in these locations should not be visually over-dominating or disrupt the sense of openness between the properties and the street scene.
 5. Regarding the proposed single storey element to the side of the property, paragraph 3.3.3 states “... generally, a minimum separation distance of 2m must be maintained between the edge of any single storey extension and the site boundary. These minimum separation distances may need to be exceeded however for two storey extensions or to safeguard the prevailing spacious character, and in any case will take into account the building line and extent of side garden remaining”.
 6. The siting of the proposed single storey element which provides less than 2m (from 0.6metre to 1.5 metre) between it and the western boundary of the site is therefore contrary to the above guidance. However, the 2 metre wide strip of land between the site boundary and the edge of the footpath along Lomond Avenue is a material consideration. This would ensure that there would be between approximately 2.9m and 3.5 metres between the ground floor of the extension and the edge of Lomond Avenue (more for the first floor element). It is considered that this land contributes to providing an acceptable level of spaciousness between the proposed extension and the footpath along Lomond Avenue. As such it is considered that the proposed development would be acceptable in the context of surrounding properties and would not be harmful to the visual amenities or character of the area.
 7. The length of the proposed single storey side extension would be screened in part by the row of conifers and considered not to cause detrimental harm to the spaciousness of the streetscene.

8. The proposed first floor extension was originally submitted as being 2.8m in width and be almost the length of the host building. This was considered to be visually intrusive within the streetscene and as a result of this, amendments were sought to mitigate its impact by reducing its width to be only 1.5m when externally measured. The proposal would thereby allow for a reasonable increase in floorspace at first floor level and create an enlarged bedroom to the rear of the property with an ensuite to its frontage. This reduced extension is therefore considered to comply with the Council's guidance with regards to properties located at a junction.
9. External materials would match those of the original building and the design of the extension would be generally in keeping with the character of the existing dwelling, with fenestration details both at ground and first floor levels being appropriately designed.
10. It is therefore considered that the proposed extension would be acceptable in terms of design and visual impact in the street scene and would comply with Policy L7 of the Trafford Core Strategy in this respect.

RESIDENTIAL AMENITY

11. In relation to matters of amenity protection, Policy L7 of the Core Strategy states 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.
12. The development would introduce a rear facing ground floor glazed bi-fold door serving a habitable room which would directly face the boundary to the rear; this would be visible from occupiers within primarily 2 and 4 Lomond Avenue, however, being at ground floor level this would be acceptable because the separation distance provided between it and the front elevation of 2 Lomond Avenue would be approximately 18.5m with an intervening 1.8m high boundary fence providing additional privacy screening. There is a pedestrian access gate within the rear boundary to allow for the movement of bins and this does not form part of this application.
13. The extension would introduce windows to bedroom 3 to the first floor rear elevation. As this would align with an existing bedroom window and be in excess of 21m to the nearest habitable room window of 2 Lomond Avenue, no detrimental harm would occur to neighbouring residents.
14. The neighbouring property, 25 Grove Lane is sited at the other side of the junction and has its principle elevation facing in an easterly direction. Its southern and western boundaries consist of a mature conifer hedge which provides some screening and a separation distance in excess of 15m would be provided between the habitable rooms of that property and the blank gable

wall of the proposed development. The development would thereby satisfy the criteria within paragraph 2.17.3 of the house extension guidelines to protect the outlook from rooms within 25 Grove Lane and protect amenity in this instance.

15. Regarding the adjoining property, 33 Grove Lane, that dwelling has a conservatory to its rear that is positioned adjacent to the common boundary with the application site. It projects approximately 3.4m and therefore the proposed single storey rear extension projecting 4150mm, 900mm from the common boundary at its closest point would be compliant with the guidelines and would not cause detrimental harm to the occupants.
16. The proposed development would not cause residential amenity to occupiers on the southern side of Grove Lane.
17. It is therefore considered that the proposed development would not have an unacceptable overbearing, overshadowing or privacy impact on neighbouring properties and would comply with Policy L7 of the Core Strategy in this respect.

VEHICULAR PARKING

18. The original property provided one off-street car parking space to its frontage and a detached garage to its side that has recently been demolished. The Council's guidance within SPD3: Parking Standards and Design states that a three bedroom property would be required to provide two parking spaces. The original submission was considered not to be sufficient in its provision of adequate landscaping to the property's frontage and there was concern regarding a vehicle overhanging the footway to the detriment of highway and pedestrian safety. Amended plans have since been received; however there would still not be a minimum driveway length of 5.5m in front of the proposed garage to accommodate a standard garage door. As such, it is recommended that a condition be imposed to ensure that details of a roller shutter door within the front elevation of the proposed garage be submitted to and approved in writing to alleviate this issue. As there is no proposed increase in the number of bedrooms, the level of parking is considered acceptable on this basis.

CONCLUSION

19. The proposed extension would be acceptable in terms of visual and residential amenity and would comply with Policy L7 of the Trafford Core Strategy and it is therefore recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard time
2. List of approved plans
3. Materials to be submitted

4. No further openings
5. Garage condition
6. Roller shutter condition

GD



LOCATION PLAN FOR APPLICATION No: - 84427/HHA/14

Scale 1:1250 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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FLOODLIGHTING SCHEME TO EXISTING ALL-WEATHER PITCH (ERECTION OF 8 NO. 14 METRE HIGH FLOODLIGHTING COLUMNS).

Wellington School, Wellington Road, Timperley, WA15 7RH

APPLICANT: Wellington School

AGENT: Surfacelux Limited

RECOMMENDATION: REFUSE

Councillor Mrs Bruer-Morris and Councillor Mrs Brophy have requested that the application be determined by the Planning and Development Control Committee for the reasons stated in the Representations section of this report.

SITE

Wellington Road School is an 11-18 Academy School which provides education for approximately 1300 pupils. 160 of these pupils are within the school's Sixth Form. The school currently employs 129 full time staff and 28 part time staff.

The application site is located within a predominantly residential area and has an area of approximately 3.98ha (9.85 acres) which comprises school buildings, playgrounds, playing fields and incidental amenity space and car parking facilities that are accessed by both Wellington Road to the west and Moss Lane to the east.

The school is bounded by residential properties along Wellington Road and Lynton Grove on the western and southern boundaries, and Moss Lane and Forest Drive on the eastern and northern boundaries and the southern part of the application site is allocated as Protected Open Space on the Revised Trafford UDP Map.

PROPOSAL

The applicant proposes the erection of 8no. 14m high floodlighting columns that would be 380mm in width at their base (2m below ground level) and narrow towards their maximum height to be 102mm. They would be hinged at 7820mm above floor level to allow for maintenance purposes and be positioned approximately 1.5m outside of the pitch to all four of its corners, with two columns equidistant from one another on both the northern and southern side. The lighting columns would be to assist pupils in playing hockey, football and netball when natural light would fail to do so. The applicant has also confirmed that there may also be competition matches against other schools only.

Illumination of the pitch would be in operation from 15:30 (depending on lighting levels in the sky) to 19:00 Monday to Friday inclusive with no operations being

proposed on Saturdays and Sundays. The columns would be installed by auguring out a hole in conjunction with manufacturers data and mass filling with concrete. Pile driving has been confirmed as not being necessary.

The previously dismissed appeal related to 8no. 15m high lighting columns with the original light intensity of 350lux which was reduced to 290lux following concerns raised by the Council prior to a decision being made. The intensity of illumination of the current proposal has been confirmed by the agent as being an average of 350lux for the entire playing area.

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

L7 – Design

R2 – Natural Environment

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 – Protected 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

Following the refusal of planning application 77259/FULL/2011 and subsequent appeal APP/Q4245/A/12/2172715 that was allowed subject to conditions, a multi-use pitch (for use by school children only) has been erected on the southern side of the main school buildings with 3m high fencing and soft rebound boards. A condition of the planning permission granted on appeal was the submission of a landscaping scheme. That condition (Drawing SR 678 1E) has subsequently been discharged and the planting implemented.

80937/COND/2013 - Application for approval of details reserved by conditions of grant of planning permission 77259/FULL/2011. Condition numbers: 4 & 6. Discharged September 2014.

80846/NMA/2013 - Application for Non-Material Amendment to previously approved application 77259/FULL/2011 to include a "goal recess" at either end of proposed Multi Use Games Area (MUGA). Approved June 2013.

77259/FULL/2011 - Formation of synthetic sports pitch (97.4m x 61m) surrounded by 3m high fencing around pitch for use by school children only. Planting of trees along southern boundary. Refused. Subsequently allowed via appeal APP/Q4245/A/12/2172715 October 2012 subject to conditions.

74571/FULL/2010 - Formation of synthetic football pitch for exclusive use by schools during term time. Erection of eight floodlighting columns and 3m high fencing around pitch. Application refused on 13th October 2010. A subsequent appeal was dismissed on 1st June 2011.

There have been numerous other applications and extensions up to 1980 (23 applications) all of which were approved. Since 1995, following the school's severance from local authority control, a great number of further applications and extensions have been submitted of which the most relevant have been:-

75155/FULL/2010 - Erection of single storey foyer/waiting area and disabled toilet. Erection of railings with height of 1.8m with associated vehicular and pedestrian access fronting onto Wellington Road. Granted July 2010.

H/57789 – Erection of a 2.4m high chain link fence to fully enclose the school's netball courts – Granted November 2003.

H/55617 – Erection of a 2.4 metre chain link fence to replace existing fence around part of site boundary. Granted June 2003.

H/52387 – Formation of synthetic football pitch for exclusive use by schools between the hours of 08:30 and 21:30 Mondays to Fridays and 08:30 and 13:00 Saturdays. Erection of six floodlighting columns and 3m high fencing around pitch – Granted November 2001 but not implemented.

H/52192 – Repositioning of existing school fence along boundary of footpath to provide a 2.4m wide footpath and incorporation of part of access road and footway into the school grounds – Granted September 2001

APPLICANT'S SUBMISSION

The applicant has submitted supplementary information relating to the proposed OptiVision MVP507 down lighting luminaire and states that the proposed lighting system will satisfy and exceed the requirements of the Institution of Lighting Professionals GN01 2011 (Guidance for the reduction of obtrusive light) relevant to the properties highlighted within 'Wellington School ATP_244047860_Lighting Submission_140903'.

CONSULTATIONS

LHA – No objections

Pollution and Licensing – The Pollution and Licensing Section has historically been in receipt of complaints relating to security lighting at the Moss Lane façade of the school.

A previous application, 74571/Full/2010, was assessed in 2010. Although the proposed lighting scheme met the relevant lighting guidelines the application was refused at committee and a subsequent appeal of the Council's decision was dismissed.

The lighting information prepared by Philips Lighting has been reviewed. The maximum illumination levels of the lighting columns are 350 Lux. The previous refused application originally quoted maximum illumination levels of the lighting columns as being 350 Lux, but this was subsequently reduced to 290 Lux (200 Lux when individual settings are used).

The Exterior Sports Lighting report, 244034919 refers to the *Institute of Lighting Professionals, Guidance Notes for the Reduction of Obtrusive Light GN01:2011*. It is evident that the 10 Lux pre-curfew level will be met at residential premises in the vicinity of the pitch. Some properties on Wellington Road and Lynton Grove have outbuildings/garages which may fall short of the 10 Lux level, however it is understood from colleagues in Planning and the applicant's lighting engineer that these are non-habitable.

Street Lighting - Floodlighting scheme appears compliant with ILP Guidance Note for the Reduction of Obtrusive Light GN01 2011 provided that there is an agreed curfew with the residents with regards to the floodlighting operation time if the application were to be approved.

Sport England – No objections. (NB. The application is supported by England Hockey who have asked if the school would consider the artificial grass pitch be opened up outside school hours so as it could be used by local hockey teams due to the need).

REPRESENTATIONS

Councillor Mrs Bruer-Morris and Councillor Mrs Brophy - have called the application in to the Planning Development Control Committee on behalf of neighbouring residents, with comments similar to neighbours' views.

Neighbours – A public meeting was held at Timperley Sports Club on 5th December 2014 at 7pm for neighbours and approximately 60 attended including Councillors. Prior to and following this meeting, 91 objections have been received from 66 individual addresses. The main areas of concern are:

- Residents would be sandwiched between two sets of floodlighting from Timperley Sports Club and the school
- Increased traffic and noise generated by being able to play for longer periods throughout the year by players and spectators
- Security lights currently cause disturbance and the proposed floodlighting would exaggerate this issue especially in winter months when there are no leaves on trees
- Permanence of columns would create an industrial feel when viewed from neighbouring properties
- Cabling installed at same time as pitch – possible future uses including renting of pitch to public or local clubs
- The box of light would dominate views from nearby properties and further afield in addition to the existing floodlighting at Timperley Sports Club
- Previous appeal decisions need to be considered and there is no material change from original submission apart from landscaping.
- 14m high columns, 10 metres from nearest property, 67 Wellington Road would be twice the size of surrounding houses. 5 lux light falling onto rear of property would cause unwanted light into home
- Following the construction of pitch, the use of this space has tripled with hardly a pause in use from 9am to 4pm or 5pm. Allowance of the floodlighting would only increase this problem
- If approved, there would be continuous use throughout the year without any respite from seasonal light variances
- Impact upon wildlife

There have been no letters or emails of support for the proposed development.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The land on which the existing pitch approved under 77259/FULL/2011 sits is allocated on the Revised Trafford Unitary Development Plan as 'Protected Open Space'.
2. The proposed floodlighting columns would facilitate the provision of outdoor sports provision for the benefit of pupils of Wellington School during the winter months by illuminating the existing multi use games area (MUGA) between the

hours of 15:30 and 19:00 Monday to Friday only. The proposed development would therefore have the wider public benefit of facilitating improvements to the educational facilities at the site. Paragraph 72 of the NPPF states that *'The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools'*. In addition, the Communities and Local Government Policy Statement 'Planning for Schools Development' published in August 2011 states that *'There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.'*

3. As such the proposal is acceptable in principle as it is complementary to the existing school use on site and does not affect areas of Protected Open Space. The key issues to consider are therefore the impact on residential amenity, parking and highway issues.

IMPACT ON RESIDENTIAL AMENITY

4. The position of the playing surface boundary is between about 23m and 27m from rear windows of nearby properties, while the adjacent garden boundaries would be between 11m and 25m away.
5. The application for floodlighting (74571/FULL/2010) was dismissed under appeal APP/Q4245/A/11/2143219 as the Inspector considered that the proposed illumination of the sports pitch, and the visual impact of the associated 15m high columns and boundary fence would impact negatively upon the living conditions of neighbouring occupiers. That application included 8no. lighting columns, each carrying two floodlights, which would have a maximum level of illumination for the whole surface of 290lux, and 200lux when individual sections were in use. The design and direction of the floodlights reduced the light levels to 50lux about 10m beyond the playing surface, with less than 2lux falling on the nearest houses, and between 2lux and 10lux in surrounding rear garden areas. The Inspectors decision on the previous floodlighting appeal must therefore carry significant weight in the assessment of the current proposal.
6. Although the lighting scheme met ILP guidelines at that time (as does the current proposal) the Inspector, in dismissing the appeal against the refusal of 74571/FULL/2010, stated within paragraph 9 that:

"Notwithstanding the relatively low levels of light spilling from the playing surface on houses and gardens, residents would see, at very close quarters, a large brightly illuminated area which has previously been dark during the normal hours of darkness. In my view, this effect would be emphasised by the size of the playing surface in relation to the field in which it is set".

The inspector also stated that:

“When floodlit to a height of 15m, this illuminated area would completely dominate the appearance of the sports field. Its impact would be immediate and forceful, and the remaining grass areas to my mind would be too small to offer any material respite from this impact”.

7. In relation to the duration of use of the floodlights (up until 18.30 hours Monday-Friday), the Inspector considered that

“residents would experience the effects for up to three hours per day during the winter months, as well as the later occasions on up to 10 days per year. This would amount to a marked impact upon living conditions for a significant period, and I conclude that it would have an adverse impact on the outlook from the properties overlooking the site”.

The main changes in circumstances since the appeal against the refusal of application 74571/FULL/2010 was dismissed are:

- The current proposal is for the use of the lighting columns from 15:30 to 19:00 Monday to Friday, which would be later than the previously refused scheme. (The applicants have not specified whether the floodlights would be in use during school holidays).
- The intensity of light would be increased from an average of 290lux (as proposed in the dismissed appeal) to 350lux within the current application.
- The height of the columns has been reduced by 1 metre from 15m to 14m.
- Landscaping scheme approved under application 77259/FULL/2011 has been implemented.

It is not considered that these changes in circumstances are sufficient to address the harm identified by the Inspector.

8. Furthermore, properties located on the southern end of Wellington Road, close to its junction with Stockport Road, and those in Lynton Grove are located between the proposed development and Timperley Sports Club, which already has illuminated sports facilities. Although their existing illuminated pitch is set away from Stockport Road and deemed to be reasonable in terms of its impact upon residential amenity, the additional illumination from the proposed development would mean that the combined effect of both pitches being floodlit simultaneously would be detrimental to the occupiers of those residences.
9. Regarding the proposed columns themselves, they would be permanent features, similar in their design, scale and massing to those previously refused. Their height of 14m would only be 1m less than those previously dismissed on appeal.

In paragraph 11 of that decision; the Inspector stated:

“Though slender in profile, they would be highly prominent. The closest would be 25m from the nearest house, with others being 30 and 35m away. They would be permanent fixtures, and except where masked by the trees, all the

columns would be visible throughout the day from surrounding houses”..... “I acknowledge that such columns and fences are an increasingly common feature of sports grounds. In a spacious setting, such as the nearby cricket club, they may well appear acceptable. In this case, however, they would stand in a relatively small and confined field, resulting in a dominating and adverse effect on its appearance and on the outlook from the adjacent properties. I conclude that, together with the adverse impact of the illumination described above, this would have a harmful effect on the living conditions of the occupiers of these properties”.

This is still considered to be the case, notwithstanding the recently implemented landscaping scheme, and the reduction in height to 14 metres.

10. It is highlighted that the Inspector previously identified concerns regarding the potential disamenity to neighbouring residents by the introduction of permanent columns and their luminance of a field adjacent to residential properties which is currently dark during normal hours of darkness. The previously dismissed appeal therefore carries significant weight in the assessment of the current proposal and as there is no change in its assessment, the existence of semi-mature landscaping along the southern boundary of the site would not mitigate its impact.
11. In conclusion, whilst it is acknowledged weight needs to be attached to the school’s wishes to provide better and more accessible sporting facilities for its students, it is considered that this does not outweigh the harm identified by the Inspector and that identified in relation to this application in the paragraphs above.

PARKING AND HIGHWAYS ISSUES

12. As the use would be for pupils only and not for community use, it is considered that the proposed development would not create an unduly significant increase in activity within the site and the resulting activity of vehicles accessing and exiting the site would not create a justified reason to object to the proposed development.

TREES, LANDSCAPING and ECOLOGY

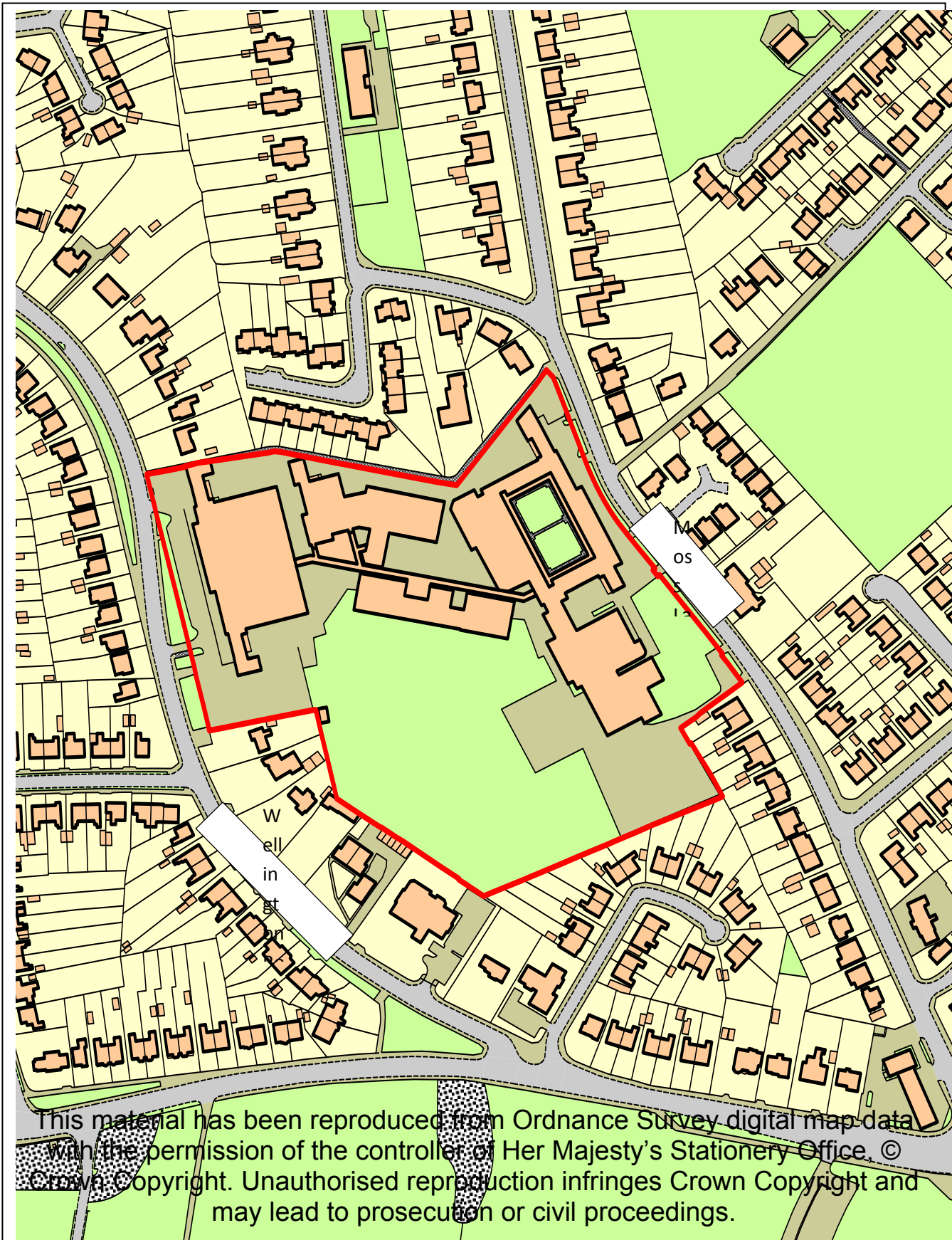
13. The proposed columns are considered to be of an adequate distance from the recently planted landscaping scheme along the southern boundary not to cause detrimental harm to root systems.

RECOMMENDATION: REFUSE

1. The proposed development by reason of the scale and size of the lighting columns and their close proximity to the site boundaries would be obtrusive and thereby detrimental to the visual amenity of the occupiers of adjacent residential properties. As such the development is contrary to Policy L7 of the Trafford Core Strategy.

2. The proposed floodlighting, as a result of the number, height and positions of the lighting columns, would result in levels of illumination which would be detrimental to the amenity of the occupiers of adjacent residential properties. As such the development is contrary to Policy L7 of the Trafford Core Strategy.

GD



LOCATION PLAN FOR APPLICATION No: - 84555/FUL/14

Scale 1:2500 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

WARD: Clifford

83156/FULL/2014

**PROPOSED STOPPING UP OF HIGHWAY AT BLAIR STREET AND
SHREWSBURY STREET, OLD TRAFFORD, M16 9AX
OS GRID REF: E: 382651 N: 396070**

Highway proposed to be stopped up under S247 of the Town & Country Planning Act 1990 to enable development to be carried out in accordance with planning permission granted under reference 83156/FULL/2014.

APPLICANT: Trafford Housing Trust

RECOMMENDATION: THAT NO OBJECTION BE RAISED

SITE

Development proposals by Trafford Housing Trust.

PROPOSAL

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

RELEVANT PLANNING HISTORY

The stopping up, if approved, will be authorised only in order to enable the development to be carried out in accordance with the planning permission applied for to the Council under reference 83156/FULL/2014.

THE SCHEDULE

Description of highways to be stopped up

The highways to be stopped up are at Old Trafford, and are:

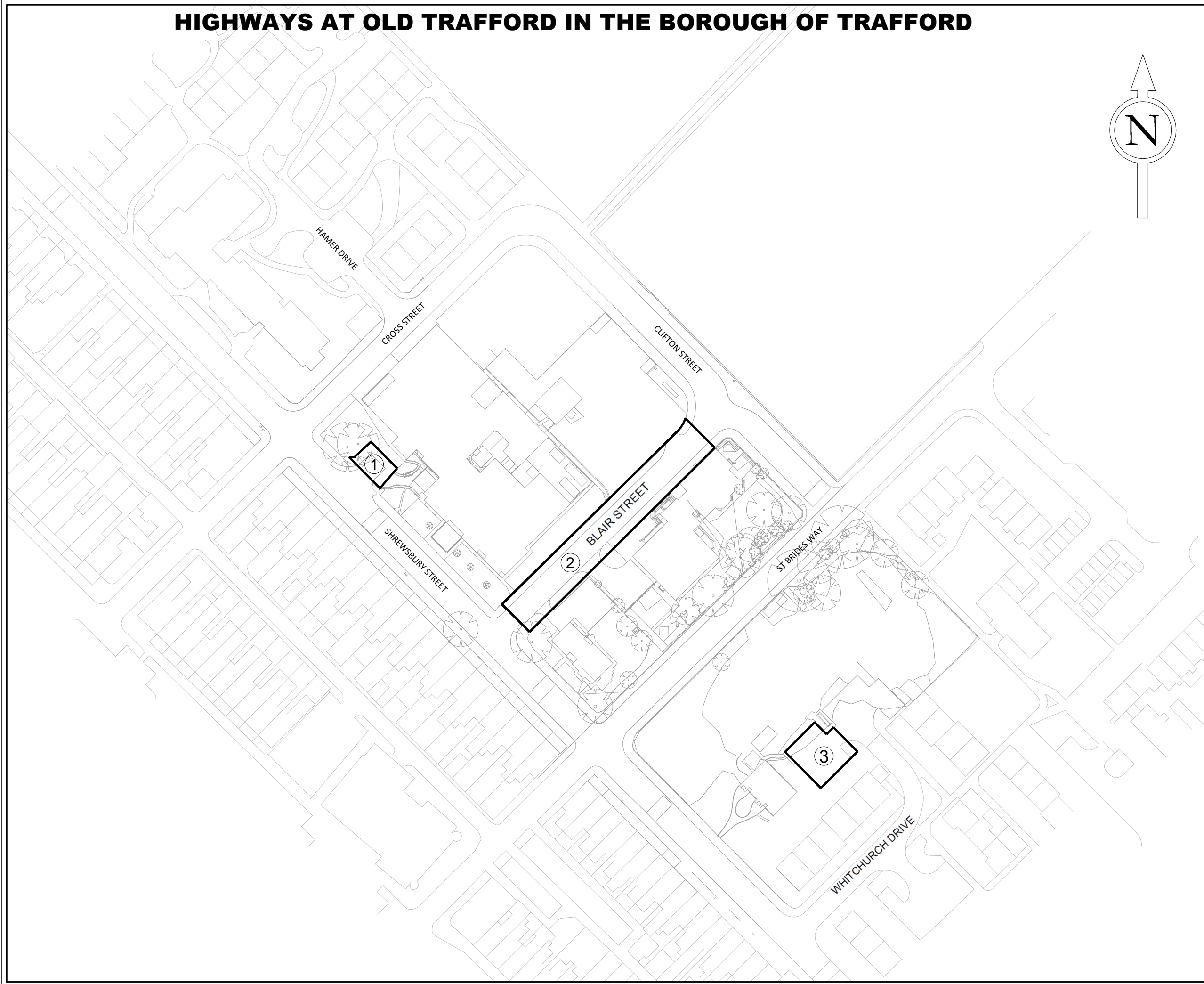
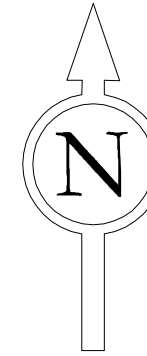
1. A north eastern part width of Shrewsbury Street comprising parking bays and footway commencing 12 metres to the south east of its junction with Cross Street. It extends in a south easterly direction for a maximum distance of 12 metres and has a maximum width of 7.5 metres (marked 1 on the plan)
2. The whole of Blair Street (marked 2 on the plan)
3. An area of highway comprising carriageway and highway verge at the termination point of Whitchurch Drive. Commencing 40 metres to the north of the junction of Shrewsbury Street and Whitchurch Drive, it extends in a north easterly direction for a maximum distance of 15 metres and a north westerly direction for a maximum distance of 15 metres (marked 3 on the plan)

RECOMMENDATION:

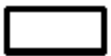
The recommendation is that the Committee consider raising no objection to this application for stopping up the area of highway described in the Schedule and shown on the attached plan.

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HIGHWAYS AT OLD TRAFFORD IN THE BOROUGH OF TRAFFORD



Key Scale 1:1000 at A3

Highway to be stopped up 

National Transport Casework Team

Department for Transport

Plan No: NATTRAN/NW/S247/1685

Signed by Authority of the Secretary of State

on.....2015

Signature.....

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

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