

**WARD:** Longford

**75863/FULL/2010**

**DEPARTURE:** No

**Erection of first floor extension to building with associated external alterations to form extension to existing Islamic Centre.**

235 Ayres Road, Old Trafford, M16 0WZ

**APPLICANT:** Mr Faizan Islam

**AGENT:** Sul Mirza, Mirzali Architecture

**RECOMMENDATION: GRANT**

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**The application has been reported to the Planning and Development Management Committee due to the number of objections received exceeding six.**

**SITE**

The application relates to a single storey building on the south side of Ayres Road in Old Trafford. This is a former industrial unit and is currently in use as a religious educational centre and mosque. The adjoining units to either side are in use as a vehicle repair garage (to the east) and a B2 window manufacturer (to the west) whilst land opposite to the north is occupied by the Metrolink depot. Allotments lie directly to the rear of the site.

The front elevation of the building is constructed of faience (a type of terracotta) and has a large opening to the left of the front elevation, presumably a remnant of the previous industrial use. The window openings to the front are arched with blue roller shutters in place.

**PROPOSAL**

Planning permission is sought for the erection of a first floor extension to the building to create 504sqm of additional accommodation for the facility. This first floor would include eight classrooms and a store room, along with accommodation for a caretaker. The extension would increase the overall height of the building by 5.7m whilst external materials are proposed to match those used on the existing building.

As the proposal relates to the extension of a community facility, there is no requirement for a CIL contribution.

**DEVELOPMENT PLAN**

**For the purpose of this application 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.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L3 – Regeneration and Reducing Inequalities  
 L4 – Sustainable Transport and Accessibility  
 L7 – Design  
 R1 – Historic Environment

## **PROPOSALS MAP NOTATION**

Priority Regeneration Area: Old Trafford Council  
 Main Industrial Area

## **SUPPLEMENTARY PLANNING DOCUMENTS**

SPD3: Parking Standards and Design (adopted February 2012)

## **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.

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

## **RELEVANT PLANNING HISTORY**

87746/CPE/16: Application for Certificate of Lawful Existing Use of the building as an Islamic religious educational and cultural centre including a place of worship (i.e. a mosque) – Approved 06/05/2016.

78961/COU/2012: Change of use of centre for educational and cultural activities to incorporate prayer use – Pending consideration.

H/53217: Change of use from a factory to use for educational and community activities – Approved w/conditions 13/01/2003.

### **APPLICANT'S SUBMISSION**

The applicant has submitted a Design & Access Statement and Planning Statement in support of the application.

### **CONSULTATIONS**

**Trafford Council – Traffic & Transportation:** SPD3 Parking Standards and Design for Trafford states that for places of worship in this area, one parking space per 5m<sup>2</sup> of floor space is required. In this case, this equates to the requirement for 200+spaces. This level of provision is clearly unachievable in this instance and the proposals do not include any increase to the existing parking provision. There is a small amount of off-street parking to the front of the centre and there is further provision on Ayres Road where there is unrestricted parking.

It is assumed that the main hall and halls on the ground floor will not be used at the same time as the proposed classrooms and therefore the increase in users would be minor. The Centre is situated in a sustainable location being in close proximity to bus stops and Old Trafford Metrolink station.

Disabled parking should be provided. At least one allocated space to the front of the centre should be dedicated to disabled parking.

### **REPRESENTATIONS**

Consultation with local residents was undertaken when the application was first submitted in 2010. As a result of this consultation, five letters of objection were received. The application was re-publicised in July 2016 and a further two letters of objection were received. The letters of objection raise the following concerns:

- It would result in an increase in people visiting and therefore an increase in the number of vehicles – existing problems with lack of parking would be exacerbated.
- Friday is particularly bad with cars blocking the road and ignoring restrictions and businesses are often blocked in by inconsiderate parking.
- Young children attending run in between the vans of the industrial premises adjacent, which is dangerous given the nature of surrounding uses.
- Parking is already at a premium due to the Islamic Centre, the Metrolink stop, the PDSA vet clinic, football and cricket games, concerts and it being a rat run to Seymour Grove and Kings Road.

- Proposal would increase level of risk for accidents with people walking between parked vans unloading glass, timber, heavy pallets etc.
- The flats being built will also add to the existing problems.

## **OBSERVATIONS**

### **PRINCIPLE**

1. The application proposes an extension to an existing Islamic Centre to provide teaching facilities. Policy L3.1 of the Core Strategy states that in Regeneration Areas the Council will secure improved access to and / or the provision of community (including cultural) facilities for communities. Policy L3.3 states that redevelopment will be promoted which will... provide further commercial, cultural and community facilities.
2. The site lies within a 'Main Industrial Area' as defined in the Trafford UDP. However, the lawful use of the building is as an Islamic Centre and therefore no loss of employment floorspace would result from these proposals.
3. The principle of the development is therefore acceptable.

### **DESIGN, APPEARANCE AND IMPACT ON HERITAGE ASSETS**

4. Paragraph 58 of the NPPF states that *"The Government attaches great importance to 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 64 states that *"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions"*.
5. 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, where appropriate, in accordance with Policy R5 of this Plan"*.
6. Paragraph 135 of the NPPF states that *"the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset"*.

7. The building is considered to constitute a non-designated heritage asset, its significance deriving from its architectural quality and detailing and its likely former use as a co-operative building. The first floor extension has been designed to be in keeping with the existing building with arched window openings proposed across the width of the extension. The adjoining building to the east is three storeys in height and the adjoining unit to the west is single storey, hence there will be a gradual decrease in height from east to west across the three units as a result of the proposal.
8. The extension is considered to be acceptable in terms of its design and appearance and would have no undue impact on the street scene. The design does however rely on the replication of the existing features of the building, which are constructed from faience. Faience is a ceramic material used frequently at the end of the 19<sup>th</sup> and beginning of the 20<sup>th</sup> century. Although it is still manufactured, it is generally produced and installed by specialists and therefore the cost to match it exactly may be prohibitive. It is accepted that, although the Local Planning Authority could control the material to be used through a suitable planning condition, reasonably it may only be able to insist on a match in respect of colour and detailing and not the precise type or texture of the material. This would lead to some limited harm to the significance of this non-designated heritage asset.
9. However, there would be a number of public benefits coming forward as a result of these proposals. The extension would improve an existing well used community facility and would therefore be in accordance with the objectives of the Core Strategy in respect of regeneration and reducing inequalities. This is considered to outweigh the limited harm to a non-designated heritage asset identified and weighs positively in the planning balance.

## **RESIDENTIAL AMENITY AND AMENITY OF NEARBY INDUSTRIAL PREMISES**

10. Policy L7 of the Core Strategy states that in relation to matters of amenity protection, development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
11. It is noted that there are currently no restrictions on the opening hours of the premises, a Lawful Development Certificate having been granted for this use in May 2016. Given the location of the site between two industrial buildings with no residential properties in close proximity and the fact that there is an existing lawful use of the ground floor with no control over opening hours, it is not considered necessary to impose a restriction on opening hours in respect of the proposed classrooms in the first floor, particularly given that no change of use is proposed. It is not considered that the proposed extension would lead to an

intensification in the existing lawful use to such a degree that surrounding industrial premises would be materially affected.

12. The closest residential properties to the application site are those on Warwick Road South and Trent Bridge Walk, approximately 100m to the west. The extension itself would not be close enough to these or any other residential properties to cause a detrimental overbearing or overshadowing impact and would also not result in any overlooking.
13. Given the above, the application is considered to be acceptable in this respect.

## HIGHWAYS

14. Policy L4 of the Trafford Core Strategy states that *“when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”*.
15. The local highway authority has been consulted and has advised that the Council's adopted SPD3: Parking Standards and Design requires one car parking space per 5sqm of floorspace to be provided. This would equate to over 200 spaces, which is clearly unachievable in this location. No additional parking provision is proposed in this application. It is noted that there is a small amount of off-street parking available to the front of the centre and there is further provision on Ayres Road where there is unrestricted parking.
16. The proposed alterations are not expected to have any significant impact on the number of visitors to the centre at peak times as it is likely that the main halls on the ground floor will not be used at the same time as the proposed classrooms on the first floor. Rather, the application is intended to widen the range of facilities available through the creation of classrooms. As such, there is not considered to be a significant increase in parking requirements as a result of the proposed development.
17. The local highway authority has not raised any objections to the development, noting that the site is in a sustainable location in close proximity to bus stops and Old Trafford Metrolink station. The provision of at least one allocated space to the front of the centre for disabled parking has been requested and this will be conditioned as part of any consent issued.
18. Concerns have been raised by objectors regarding safety issues given the likelihood that adults and children will be crossing the road close to vehicles parking, manoeuvring and loading and unloading adjacent to nearby industrial units. However, given the existing lawful use of the property and the likelihood

that there will not be a significant increase in numbers of people attending the facility at peak times, it is considered that it would not be reasonable to refuse the application on this basis.

19. Given the above, the application is considered to be acceptable in this respect.

## **DEVELOPER CONTRIBUTIONS**

20. No planning obligations are required.

## **CONCLUSION**

21. The comments of local residents have been taken into consideration in the assessment of the application. In applying the test in Paragraph 135 of the NPPF potential harm to a non-designated heritage asset is considered to be outweighed by the public benefits of the proposal. Any other harm can be mitigated by suitable planning conditions. In accordance with Paragraph 14 of the NPPF the benefits of the proposal are not significantly and demonstrably outweighed by adverse impacts and therefore the application is recommended for approval.

## **RECOMMENDATION**

### **GRANT subject to the following conditions:-**

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers MA-10110-PL02 and MA-10110-EL01.

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy.

3. Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and/or full specification of materials to be used externally on the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance Trafford Core Strategy Policy L7 and the requirements of the National Planning Policy Framework.

4. A minimum of one disabled car parking space to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for its intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with Trafford Core Strategy Policy L4 and the National Planning Policy Framework.

5. The use of part of the building as a caretaker's flat shall be ancillary to the main use of the premises as a religious educational and cultural centre and place of worship and shall not be occupied as a separate dwelling.

Reason: To prevent the establishment of a separate residential use which may be unacceptable in this location, having regard to Policy L7 of the Trafford Core Strategy.

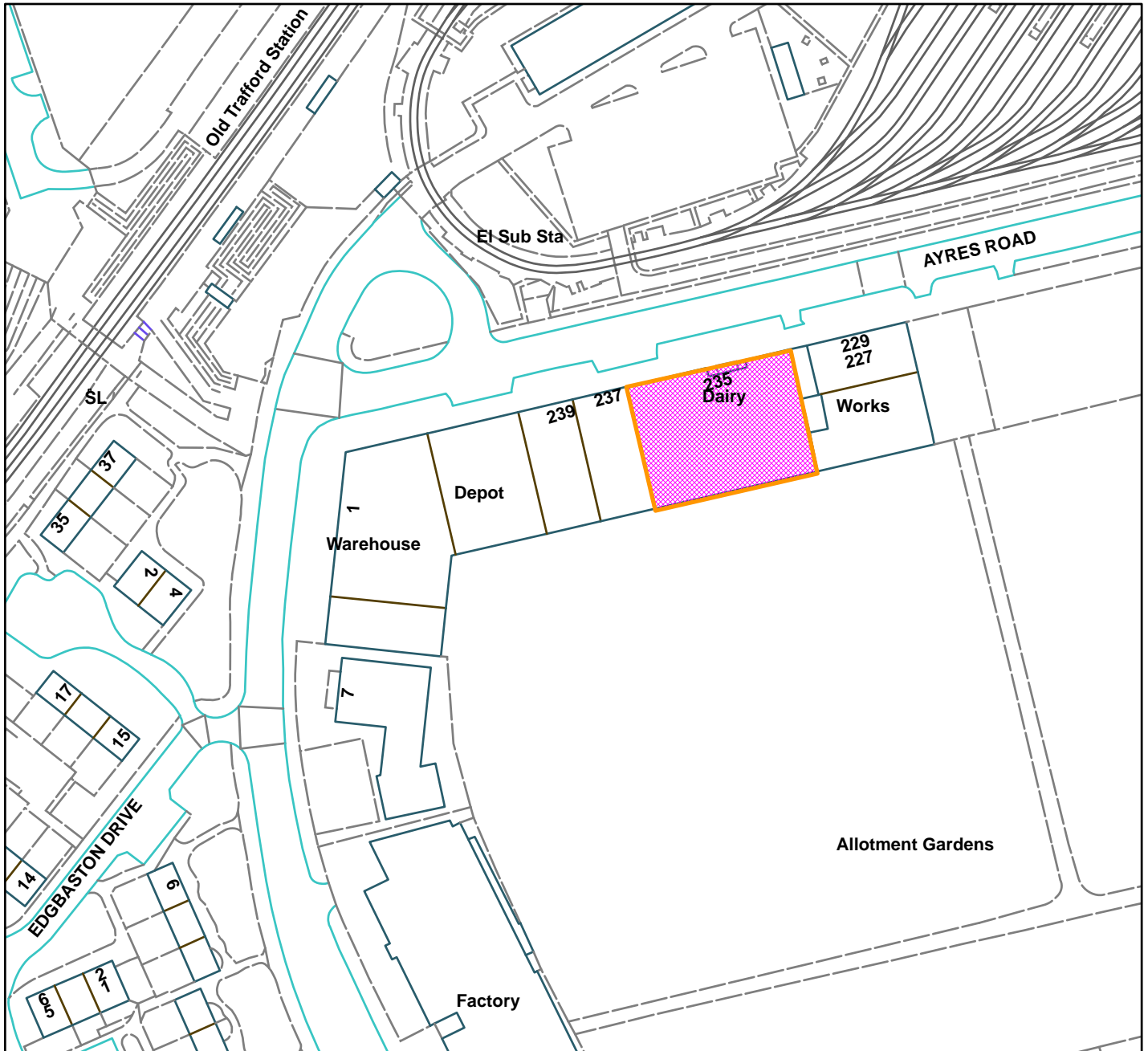
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235 Ayres Road, Old Trafford (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/10/2016
Date	10/10/2016
MSA Number	100023172 (2012)

**WARD:** Bowdon

**88063/LBC/16**

**DEPARTURE: No**

**Listed building consent for the installation of new door and doorframe at first floor.**

Dunham Massey Mill, Woodhouse Lane, Dunham Massey, Altrincham, WA14 4SJ

**APPLICANT:** National Trust

**AGENT:**

**RECOMMENDATION: GRANT**

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**The applicant is a relative of a Council employee and as such the application is to be determined by the Planning and Development Management Committee.**

**SITE**

The application relates to a mill building located within the Dunham Park Estate that is Grade II\* listed in its own right (rather than as part of the Dunham Massey group). The listing advises that the building was originally a cornmill then a sawmill, built between 1616 and 1697 and is a rare and well preserved example of a 17<sup>th</sup> Century watermill which was restored and much of the machinery re-constructed around 1980, resulting in a fine working example. The mill is historically part of the Dunham Massey estate, as the demesne mill related to the house. The building is two storeys plus an attic. Each storey is divided into 2 rooms by a half-timbered partition. On the ground floor is the overshot waterwheel (reconstructed) in one room and a lathe in the other. On the first floor (which because of the crossfall has access at ground level) is the carpenter's shop in one room and a frame saw, wood-boring machine and circular saw in the other. The attic is reached by a central flight of steps and formerly housed the granary.

The Mill building is open to the public as part of the Dunham Park National Trust Estate. The application site is located to the south of Dunham Hall itself, a Grade I Listed Building and other listed buildings and structures including the Stables (Grade I), piers around the gardens (Grade II), Carriage House (Grade I). Dunham Massey Park and Garden itself is Grade II\* Listed and is listed on the Register of Historic Parks and Gardens of special historic interest in England.

**PROPOSAL**

Listed building consent is sought for the installation of a new timber door and doorframe at first floor to the workshop. This would allow for an inward opening door to the workshop and the fixing open of the existing outward opening door.

## **DEVELOPMENT PLAN**

**For the purpose of this application 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.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L7 – Design

R1 – Historic Environment

## **PROPOSALS MAP NOTATION**

Green Belt

Area of Special Landscape Value

Protected Open Space

## **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.

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

## **OTHER LEGISLATION**

Planning (Listed Buildings and Conservation Areas) Act 1990

## **RELEVANT PLANNING HISTORY**

None specifically relevant to the mill.

## **APPLICANT'S SUBMISSION**

A Design and Access Statement and Heritage Assessment have been submitted as part of the application. These documents will be referred to in the main observations section of the report where relevant.

## **CONSULTATIONS**

**Historic England** – This application should be determined in accordance with national and local policy guidance and on the basis on the Council's expert conservation advice.

## **REPRESENTATIONS**

None received

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The importance of preserving the historic environment is reflected in the National Planning Policy Framework (NPPF) and supporting Guidance (NPPG).
2. The impact on the designated heritage asset is therefore the principal consideration for this proposal, which relates to internal works and alterations to the building only. The special significance of this heritage asset is examined in the section below.

### **IMPACT ON HERITAGE ASSET**

3. Section 16 (2&3) of the Planning (Listed Building and Conservation Areas) Act 1990 advises "In considering whether to grant listed building consent for any works the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Any listed building consent shall (except in so far as it otherwise provides) ensure for the benefit of the building and of all persons for the time being interested in it."
4. Paragraph 132 of the NPPF establishes that when considering the impact of a proposed development of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

5. Paragraph 133 of NPPF advises that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
  - The nature of the heritage asset prevents all reasonable uses of the site; and
  - No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
  - Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
  - The harm or loss is outweighed by the benefit of bringing the site back into use.
6. The NPPF sets out that harm can either be substantial or less than substantial. Case law has established that there can be degrees of less than substantial harm. There will also be cases where development affects heritage assets but from which no harm arises. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (para 134).
7. The significance of this designated heritage asset is derived from its historical interest as a rare and well preserved example of a 17<sup>th</sup> Century watermill which was restored and much of the machinery re-constructed around 1980, resulting in a fine working example. It is thought to have been built pre 1667 and is constructed in English Garden Wall bond brickwork with stone dressing and a graduated stone slate roof. Internally given the crossfall of the land level access is provided from both ground and first floor levels with the attic reached by a central staircase.
8. The former carpenter's workshop at first floor level is currently used as a base for the volunteer wardens on the estate. The Design and Access Statement submitted as part of the application advises that *"in order for visitors to the mill to see all the available rooms in the most logical way they have to use a historic internal staircase. Due to the steep design of the stair case and the number and demographic of the visitors, a risk assessment was produced that highlighted the potential for harm to arise if visitors descended the staircase. The potential for falls and therefore injury was deemed much lower for people ascending the stairs. As such the visitor route has been planned so that the visitors enter the mill in the basement level and climb up the stairs to ground level. However the current door in the timber partition wall opens outwards directly at the head of the*

*staircase. This creates a significant hazard that people ascending the staircase could be struck by the opening door and fall down the stairs.*

9. *Due to the age and significance of the building it is felt that any works to widen and lengthen the staircase to allow visitors to descend the stair case would be too intrusive and required the removal of many of the buildings historic features.*
10. *Removing the existing door and rehanging it to open inwards would require the door to be reduced in height to accommodate the internal beams, the historic hinges are also corroded and so would need to be removed and replaced to allow the door to function properly. It is felt that this would be too intrusive on such an old building.”*
11. The Design and Access Statement continues to say that *“It is felt that the educational benefits of permitting visitors to access the mill building and use the internal stair case are very valuable and that they justify taking appropriate steps to overcome the health and safety issues that access creates.”*
12. The proposal would retain the original timber door and fix this open, along with the installation of a new inward opening timber door to replicate the original. It is considered that the proposed new door would mirror the existing door design and would be painted / limewashed to match the existing woodwork in the mill. The door frame and stud surround would be constructed to match existing woodwork within the mill. These would need to be fixed to the original fabric of the building but would however be a reversible addition to the building.
13. It is considered that the proposed new door has been designed in an appropriate and sensitive manner whilst also retaining the existing door and opening. The work would involve minor interventions within the historic fabric to fix the door open and in creating and attaching the new door, frame and stud wall. The applicant has advised that in fixing the door open any intervention would be within the more modern floor boards (avoiding historic timbers). However whilst the works would be reversible it is considered that any works which would involve intervention in to the original fabric of a Grade II\* listed building would result in a limited amount of harm to the building.
14. This harm is considered to be less than substantial harm and paragraph 134 of the NPPF sets out that if harm is less than substantial this can be weighed against the public benefits of the proposal, including securing its optimal viable use. The proposal allows the Mill to continue to be used as a visitor attraction as part of Dunham Massy Park, one of the most visited tourist attractions within the North West. The proposal would allow the oldest remaining building within the park, which is a rare example of a well preserved 17<sup>th</sup> century watermill, to be enjoyed and showcased as part of the wider visitor attraction. The works would maintain the mill’s historical importance within the wider park, continuing to allow its use for education and leisure and improve its public accessibility. The

proposal would secured the building for its optimum use as a visitor attraction and would be reversible should access needs changes. The proposal would preserve the special architectural and historic interest of the Grade II\* listed mill for the wider public benefit. This is considered to be in line with the local development plan and the National Planning Policy framework and guidance.

15. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the grade II \* Listed Building. It is considered that the proposal would result in less than substantial harm to the significance of this heritage asset; however this would be outweighed by the substantive public benefits of the proposal.

## **CONCLUSION**

16. Considerable importance and weight has been given to the desirability of preserving heritage asset. The public benefits of the proposals are considered to outweigh the less than substantial harm identified. As such the development is not specifically restricted by the NPPF.

## **RECOMMENDATION:**

### **GRANT subject to the following conditions:-**

1. The works must be begun not later than the expiration of three years beginning with the date of this consent.

Reason: To comply with the requirements of section 18 of the Planning (Listed Building and Conservation Areas) Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, received 25<sup>th</sup> July 2016.

Reason: To clarify the permission, having regard to Policies L7 and R1 of the Trafford Core Strategy.

3. No works shall take place until a schedule of works for the proposed installation of the new door, frame and stud wall and the fixing open of the original workshop door has been submitted to and approved in writing by the Local Planning Authority. The schedule should include details of the method of fixing to any original fabric and how if required in the future the works could be reversed. The works shall be carried out in strict accordance with the approved details.

Reason: In order to preserve the special architectural and historic interest of the Grade II\* listed building and in accordance with Policy R1 of the Trafford Core Strategy.

4. No works shall take place until detailed drawings of how the new door, frame and stud wall would be fixed to the original fabric (including sections at scale 1:10 or 1:20) have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the approved details.

Reason: In order to preserve the special architectural and historic interest of the Grade II\* listed building and in accordance with Policy R1 of the Trafford Core Strategy.

5. No works shall take place until details of the method of fixing to any original fabric to permanently open the original workshop door (including sections and plans at scale 1:10 or 1:20) have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the approved details.

Reason: In order to preserve the special architectural and historic interest of the Grade II\* listed building and in accordance with Policy R1 of the Trafford Core Strategy.

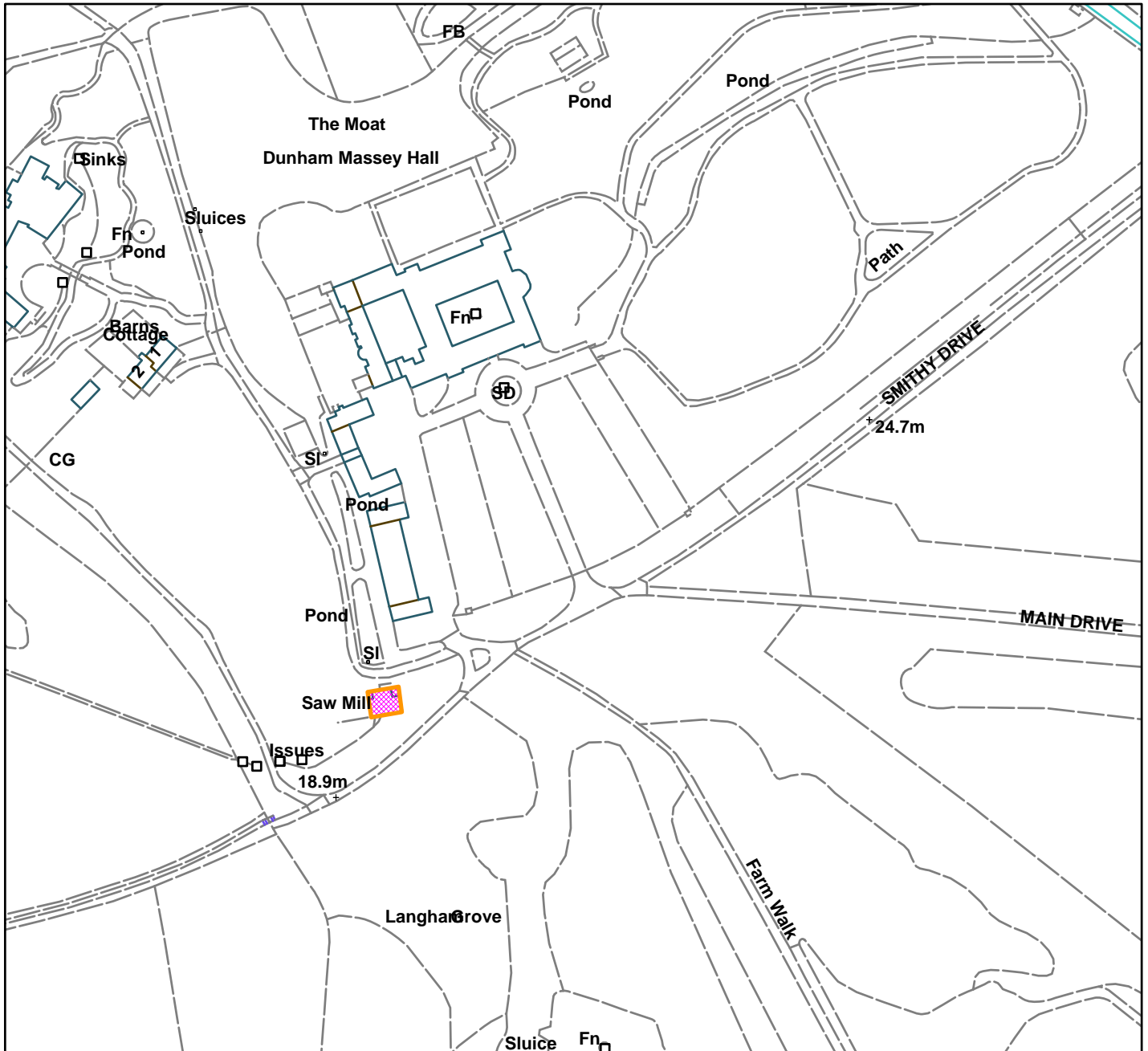
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Dunham Massey Mill, Woodhouse Lane, Dunham Massey, Altrincham (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/10/2016
Date	10/10/2016
MSA Number	100023172 (2012)

## **Erection of a detached two storey dwellinghouse with associated landscaping and parking following demolition of existing garages.**

Land To The Side Of 1 -3 Harboro Grove, Sale,

**APPLICANT:** Danimore Construction

**AGENT:** Yeme Architects

**RECOMMENDATION: GRANT**

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### **SITE**

The application site relates to a parcel of land sited towards the end and to the south-eastern side of Harboro Grove, a cul-de-sac located off Harboro Road. Currently the land is occupied by 8 no. garages, seven of which sit within the red edge line of the application site. The site abuts existing three-storey residential apartment blocks to its south-east (1-3 Harboro Grove), which whilst not forming part of the application site is under the freehold ownership of the applicant. Given their age and size, the seven garages are too small to accommodate most modern vehicles and as a result are no longer in use. The leasehold of the remaining garage which abuts the application site and apartment block is owned by a resident within the apartment block and it is unclear to what purpose the garage is used for. Immediately to the front and rear of the garages and also forming part of the application site are areas of hardstanding. The application site is currently accessed via Harboro Grove to the front and a vehicular access road to the rear. Whilst the wider context of the area comprises a large number of period properties, within the immediate vicinity of the application site the properties range in age. The above mentioned residential apartment blocks being built circa 1950, whilst to its rear (south) it is bound by a detached dwelling to Sherbrooke Close forming part of a larger mid 1990s residential development. To its side (north-west) it is bound by a pair of large Victorian semi-detached villas, whilst to the north and to the opposite side of Harboro Grove is another three-storey residential apartment development built circa 1970.

### **PROPOSAL**

Permission is sought for the erection of a two-storey contemporary styled detached dwellinghouse to form living accommodation and 2 no. bedrooms. The first floor accommodation would be partly provided within the roofspace of the main single-storey element and partly within the two-storey front outrigger and rear dormer elements of the build. The main single-storey element would have a dual pitched roof design with 2 no. roof lights, whilst the proposed two-storey outrigger and rear dormer window elements would have a flat roof design. The main single-storey element of the new

dwellinghouse, would be constructed using brickwork, whilst its dual pitched roof would be clad in grey concrete tiles. The two-storey outrigger to the front and rear dormer window would be clad in a grey Trocal cladding membrane and a grey rain screen cladding, whilst their flat roofs would be covered in a grey Trocal membrane. Dark grey UPVC windows and doors are proposed, whilst the front entrance door and infill panels at first floor level to the front and rear elevations would be cedar wood. Other works include a landscaping and boundary treatment scheme.

Out of the seven existing garages sitting within the red edge line of the application site, the one sited to the rear and abutting the existing apartment block would be retained, whilst the remaining six garages would be demolished to make way for the new dwellinghouse.

The total floorspace of the proposed development would be 84 sqm.

## **VALUE ADDED**

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

## **DEVELOPMENT PLAN**

**For the purposes of this application, 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.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

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

## **PROPOSALS MAP NOTATION**

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.

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

## **RELEVANT PLANNING HISTORY**

H43656 - Erection of single storey dwelling with associated car parking. Withdrawn 15<sup>th</sup> May 1997

## **APPLICANT'S SUBMISSION**

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

- Design and Access Statement
- Bat Scoping Report

## **CONSULTATIONS**

**Local Highways Authority** – No objections, subject to the proposed 2 no. off-road parking spaces being implemented, adequate drainage facilities/permeable surfaces and retention of garage for cycle/motorcycle storage.

**Greater Manchester Ecology Unit** – No objections

**Lead Local Flood Authority** – No objections

**United Utilities** – No objections

**Pollution & Licensing (Contamination)** – Historical maps show infilled water feature. There are no objections, subject to conditions being attached requiring that prior to any development taking place an 'Investigation and Risk Assessment has been submitted to and approved by the Local Planning Authority and following this condition being met and prior to first occupation of the new dwelling, a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority.

## **REPRESENTATIONS**

**Neighbours:** The initial round of neighbour consultation resulted in a total of 7 neighbours making the following representations to the Local Planning Authority on the following grounds:

- Location of existing mature trees not correctly shown on some drawings
- Concern regarding the positioning of new dwelling and boundary treatment given gap between the existing garages and proposed dwelling to common side boundary with No. 6 Harboro Grove is narrower than shown on submitted drawings
- Concern that proposed development given its proximity to No. 6 Harboro Grove could damage existing mature trees and therefore character of area
- Site is too small and new dwelling would be over development
- Loss of hardstanding to front to accommodate new parking spaces will make it harder for vehicles to manoeuvre at head of cul-de-sac and restrict access of emergency/service vehicles
- Concern over use of new parking spaces and that it will result in a loss of greenspace and increase noise and pollution
- Concern that communal parking would be within 5m of habitable windows and therefore contrary to SPD3
- Given main entrance to new dwelling would be sited to rear access road, should the address not relate to that road instead?
- Concern that development will lead to obstruction of access road to rear which should be kept clear at all times for refuse/emergency service vehicles
- Development will result in overlooking to flats 2,4 and 6 of 3 Harboro Grove, whilst loss of lawn will lead to outlook onto hard surfaced parking area
- Proposed roof materials would not be in keeping with surrounding properties
- Concern that the demolition and build will impact negatively on surrounding residents e.g. safety, access, noise
- Future occupants of new dwelling would be overshadowed by existing flats and tall boundary treatment to the properties to its side and rear
- Applicant has not gained permission from owner to carry out works on remaining garage
- Concern that loss of existing ground floor window to side elevation of block of flats will detract from its uniform/symmetrical appearance and loss of light to that room
- The increased ridge height of remaining garage and proposed dwelling will lead to overshadowing and a loss of light and outlook to existing first floor level habitable window to side elevation of adjoining block of flats

During the course of the application a series of amendments have been secured, which prompted further rounds of neighbour consultation. This resulted in a further 3 no. representations from 3 neighbours who had previously commented on the original proposals. Whilst no new concerns have been raised, one neighbour has requested that

following the amended plans having been submitted that their original objection to the proposal be withdrawn.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The application site is unallocated in the Revised Adopted UDP proposals map. Located within the existing urban area of Sale, it comprises of a block of seven unused garages and hardstanding to its front and rear. Six of the seven existing garages will be demolished in order to erect a two bedroom dwelling. The garages built circa 1950's are considered obsolete by modern standards and are not of a high quality design. As such are not considered to be of any architectural or historic merit that would justify their retention. The development is therefore considered acceptable and to fall under previously developed land.
2. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
3. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.
4. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the schemes contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply, whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites.
5. The proposal contributes towards meeting the Council's housing land targets and housing needs identified in Core Strategy Policies L1 and L2 in that the scheme will deliver a two bed dwellinghouse in a sustainable location. Being sited within an existing development, the site constitutes previously developed land and given that the Council is currently failing to meet its target of locating 80% of new housing provision on previously developed brownfield land, the scheme is

considered to be acceptable in relation to Policies L1.7 and L1.8, in that it helps towards meeting the wider Strategic and Place Objectives of the Core Strategy. The principle of the development is therefore considered to be acceptable.

6. Notwithstanding this the development must also be compliant with Policy L7 of the Core Strategy.

## **DESIGN AND STREET SCENE**

7. The NPPF states:

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

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

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

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

8. 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
9. Paragraph 2.4 of the New Residential Development Planning Guidelines (2004) indicates that development will not be accepted at the expense of the character of the surrounding area. It states that the resulting plot sizes and frontages

should, therefore, be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene.

10. Other than being traditional in their appearance and of a brick construction, there is no distinct or prevailing architectural style to the existing properties along Harboro Grove and Sherbrooke Close, ranging widely in their age, scale, massing, density and design.
11. Whilst being considered somewhat traditional in its form, the detailing and treatment of the proposed new dwellinghouse's elevations is contemporary in its approach and therefore considered to be a departure from the surrounding properties to Harboro Grove and Sherbrooke Close.
12. The proposed new dwellinghouse has been designed to sit principally within the footprint of the existing garages. Furthermore, its scale, massing, and positioning seek to maintain its relationship to the surrounding properties, whilst seeking to complement the existing street scene.
13. The new dwellinghouse would therefore not sit any further forward, back or to the side than at present, retaining a minimum separation distance of approximately 12.5m to the back of the pavement to Harboro Grove and a minimum separation distance of approximately 0.8m to its common side boundary to No. 6 Harboro Grove, increasing to approximately 1.2m to the rear of the new dwelling house.
14. The building line to the south-eastern side of Harboro Grove is formed by the existing apartment blocks (1-3 Harboro Grove). Being sited within the footprint of the existing garages, which are set back approximately 2.8m from the front elevation of the apartment blocks, the proposed dwelling would not sit forward of this building line.
15. Although the new dwellinghouse is technically considered and described as a two- storey dwelling, most evident from the two-storey outrigger element to the front, and even though its approximately 5.5m high ridge level would be approximately 2.1m taller than that of the existing garages, it still considered to be a relatively low ridge height and akin in height to that of a single-storey property. Furthermore, a large portion of the second floor level accommodation would be housed within the roofspace of the main single-storey and dormer window elements of the proposal. As such, in terms of its scale and massing, it is considered to have an appearance of a single-storey dwelling and furthermore, the dwelling itself would be considerably smaller in its scale in comparison to the other properties along Harboro Grove.
16. Taking the above into account and that the new dwellinghouse would also be located towards the head of the cul-de-sac, Harboro Grove, it is therefore considered that the proposed new dwellinghouse would not appear too prominent within or have an unacceptable detrimental visual impact on the surrounding streetscene.



17. Given the relatively low ridge height of the new dwellinghouse and that it would retain a minimum separation distance of approximately 2.2m at first floor level to the existing apartment blocks to its south-east (1-3 Harboro Grove) and a minimum gap of approximately 0.8m to its common side boundary with No. 6 Harboro Grove and furthermore, given that No. 6 is orientated perpendicular to the application property and approximately 21m to the north-west of the front corner of the new dwellinghouse, it is considered that the proposed development would not result in a significant loss of spaciousness to the site.
18. The main single-storey element of the proposed build with an apex roof design would be clad in red FairFaced brick and using a grey concrete roof tiles, and whilst these materials are considered to be somewhat traditional in their appearance, further detailing and treatment to the elevations of this element, combined with those proposed to the flat roofed two-storey outrigger (to the front) and dormer window (to the rear) elements, would result in a dwellinghouse that would be much more contemporary in its appearance. Both the flat roofed two-storey outrigger and dormer window elements would be clad in a grey Trocal cladding membrane and a grey rain screen cladding, with their roofs being covered in a grey Trocal membrane. To the front elevations relatively large and double height dark grey UPVC glazing and the use of a cedar wood timber front door and infill panels to the front and rear elevations add to the contemporary feel. Although it is recognised that on the whole the materials of the new dwelling house would be a departure from the adjoining apartment block and existing garages, it is considered that given the new dwellinghouse would be subordinate to the main apartment block, that its contemporary approach and use of materials would be acceptable and visually appropriate within the surrounding streetscene.
19. The application site would be split into two parts. To the front of the application site and leading onto Harboro Grove, almost all of the existing hardstanding currently forming a driveway/access to the existing garage block would form a new small communal parking area for residents of apartment blocks (1-3 Harboro Grove). The remainder of the site would be taken up by the new dwellinghouse and associated landscaped garden/parking. Immediately to the front of the new dwellinghouse would be a small paved terraced area with a small grassed/planted area. The paving would continue along the space remaining between the new dwellinghouse and its common side boundary to No. 6 Harboro Grove, before wrapping around the rear of the property to form a small terraced area to the rear. Immediately to the rear of this terraced area would be a small landscaped garden area with lawn and paved area and a tarmacked area accommodating 2 no. off-road parking spaces. The boundary treatment enclosing the small front terrace/garden area would be formed by a dwarf brick wall and painted metal railings with an overall combined height of 1.6m and with soft planting to its rear. The side and rear boundaries to No. 6 Harboro Grove and 14 Sherbrooke Close would be formed by 1.7m high timber panel fencing, whilst the side boundary fronting onto the rear access road would remain open.

20. Given the space restrictions of the application site and the relatively small size of the garden/ outside amenity space of the proposed development, it is considered that a condition be attached removing permitted developments rights for all works that would further reduce the size of or harm this garden/outside amenity space.
21. As such, the proposed development is considered to be in compliance with para 15.1 of the New Residential Development Planning Guidelines (2004) set out above.
22. It is considered that the proposed new dwellinghouse would appear very different in character from the neighbouring properties, however, given there is no prevailing architectural style along the street; that the site is located towards the end of a cul-de-sac; is set back comfortably from the road; and is modest in its scale, it is considered that such a contemporary design can be accommodated and would not disrupt the rhythm of the streetscene.
23. As such it is considered that the proposed design would be in compliance with L7 of the Core Strategy and with paragraphs 56 - 65 of the NPPF set out above.

## **RESIDENTIAL AMENITY**

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

*Be compatible with the surrounding area; and*

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

### Impact on properties to front:

25. The proposed new dwellinghouse would face onto the parking area of the apartment block (Grove Park) sited to the opposite side of Harboro Grove and which would be located approximately 25m away. It is considered that the proposed development would not appear overbearing, overshadowing, or lead to a loss of light or privacy to the properties to the front.

### Impact on No. 6 Harboro Grove (adjacent):

26. No. 6 would be located forward of and approximately 21m to the north-west of the proposed new dwellinghouse. There would be no openings to the side elevation of the new dwellinghouse. Whilst the proposed new dwellinghouse would have a habitable window at first floor level to its front elevation, given its distance away from No. 6 and that it would not directly face onto any habitable windows in No. 6, it is considered that the resulting oblique angle between the habitable windows of the two properties would not result in any overlooking or

loss of privacy to No. 6's habitable windows or garden area. However, it is recommended that a condition be attached removing permitted development rights for the introduction of any openings in the south-west facing side elevation of the new dwellinghouse.

27. As mentioned above, the proposed new dwellinghouse would sit principally within the footprint of the existing garages, thus retaining the existing separation distances to its common side boundary with No. 6 and that whilst the proposed new dwellinghouse would also see a 2.1m increase in ridge height compared to that of the existing garages, it is considered that it would not have a significant additional overbearing or overshadowing impact to No. 6's garden area. Furthermore, No. 6 benefits from a large garden area, of which the proposed new dwellinghouse would be located towards its south-eastern corner and therefore unlikely to have any significant impact on the amenity of No. 6. Whilst located within the curtilage of No. 6 there are existing mature Beech trees along its boundary with the application site that currently would help screen the proposed development.
28. The occupants of No. 6 have raised concerns relating to the proximity of the new dwellinghouse to their existing Beech trees and the potential harmful impact it could have on the roots of the trees. Trafford's Arboriculturalist has commented that a condition should be attached to any planning permission requiring a tree protection scheme to be submitted. The developer will be required to undertake further investigations to determine what course of action is needed to protect the trees. However, the Tree officer acknowledges that given Beech is a shallow-rooted species and depending on the type of footings used for the existing garage block, it may have acted as a 'root barrier' and that the findings of the investigations to be undertaken may conclude that a special foundation design may not be necessary. Subject to the above measures, the officers are satisfied that there will be no significant harm to these trees, thus ensuring their retention.
29. Parking spaces are proposed to the existing hardstanding to the front of the application site, however given this has historically been used as an access to the existing garage block and more recently as an informal parking area by the occupants of the block of flats, it is considered that the additional parking spaces will be not result in any significant increase in noise or disturbance to No. 6 than at present.

Impact on apartment blocks 1–3 Harboro Grove (adjacent):

30. Sitting principally within the footprint of the existing garage block, the proposed new dwellinghouse would be set back approximately 2.8m from the front elevation of the apartment block. Furthermore, it would be stepped back 0.3m from the habitable windows which are sited towards the front end of the apartment block's side elevation. The proposed dwellinghouse would be separated from the apartment block by the two retained garages. The main single-storey element of the proposal would achieve a minimum separation

distance of approximately 2.2m to the apartment block; would have an approximate eaves level of 2.7m; and its apex roof would slope away from the above mentioned habitable windows. Furthermore, that the flat roofed two-storey outrigger to the front of the new dwelling would achieve a separation distance of approximately 4.5m to the apartment block and would be approximately 5m in height. Given its relatively low height and the distance it would be set back from and away from the above mentioned habitable windows, it is considered that the proposed new dwellinghouse would not result in any significant additional overbearing or overshadowing impact to the above mentioned habitable windows.

31. Given that the proposed new dwellinghouse would be set back from the habitable windows in the side elevation of the apartment block, it is considered that the resulting oblique angle between the first floor habitable window to the front elevation of the new dwellinghouse and the habitable windows to the side elevation of the apartment block would not result in any overlooking or loss of privacy to those habitable windows.
32. Furthermore, given no windows are proposed to the side elevation of the new dwellinghouse facing onto the apartment block, it is considered that there would be no overlooking or loss of privacy to the rear habitable windows and amenity space to the rear of the apartment block. However, it is recommended that a condition be attached removing permitted development rights for the introduction of any openings in the north east facing side elevation of the new dwellinghouse.
33. Given a minimum separation distance of approximately 2.3m between the main single-storey element of the proposal and the apartment block, it is considered that its approximately 4.9m projection to the rear of the apartment block is acceptable. Furthermore, given a minimum separation distance of approximately 4.5m between the rear dormer window of the proposal and the apartment block, it is considered that its approximately 3.8m projection to the rear of the apartment block is acceptable. As such, it is considered that the proposed new dwellinghouse would have an overbearing or overshadowing impact on the rear windows and rear amenity space of the apartment block.
34. Following amended plans being submitted the 3 no. off road parking spaces proposed to the front of the apartment block and what is currently a grassed area have been omitted, leaving only the 5 no. off-road parking spaces to the existing hardstanding area to the front of the proposed new dwellinghouse. Given this hardstanding has historically been used as an access to the existing garage block and more recently as an informal parking area by the occupants of the block of flats. it is considered that the additional parking spaces will be not result in any significant increase in noise or disturbance to the occupants of the apartment block than at present, whilst retaining a minimum separation distance of approximately 6m to any habitable window to the apartment block. As such, it would be in accordance with paragraph 6.4.2 of SPD3: Parking Standards and Design.

### Impact on No. 14 Sherbrooke Close (rear):

35. Given that a minimum separation distance of 10.5m would be achieved between the first floor habitable dormer windows to the rear elevation of the proposed new dwellinghouse and the rear boundary and approximately 25m to any facing habitable windows in the rear elevation of No. 14 Sherbrooke Close, it is considered that the proposal would not result in any overlooking or loss of privacy to No. 14. However, given that No. 14 may seek to extend to its rear in the future, in order to protect the amenity of the occupants of No. 14 following any extension, it is recommended that permitted development rights be removed for all extensions to the new dwellinghouse.
36. The proposal is therefore considered to be in accordance with policy L7 of the Trafford Core Strategy and the thrust of the NPPF as it would not adversely affect the level of residential amenity neighbouring residents can reasonably expect to enjoy.

### **HIGHWAYS AND PARKING**

37. The development would result in the erection of a two bedroomed dwelling. The Council's adopted Supplementary Planning Document SPD3: Parking Standards and Design (February 2012) indicates that 2 no. off-street car parking spaces would normally be considered appropriate for a property of this size. Highways are satisfied that the 2 no. off-road parking spaces proposed to the rear of the proposed new dwellinghouse are suffice to meet the requirements of SPD3 and are therefore acceptable on the condition that the existing access road behind the apartment blocks on Harboro Grove be kept clear at all times to allow refuse collection and access for emergency vehicles. Furthermore, Highways have no objections to the 5 no. communal parking spaces proposed to the existing hardstanding to the front of the proposed new dwellinghouse given that there is currently no parking provision for the adjacent apartments and that these parking spaces would help alleviate the current parking demand on Harboro Grove. As such, it is considered that the proposal is in accordance with the guidance as set out in SPD3 and therefore acceptable in terms of parking provision.

### **ECOLOGY (Bats)**

38. The submitted bat survey indicates that following a Bat Roost Potential survey and detailed Desktop Study that the site has a low potential to support roosting bats and that no further survey effort is required and that the proposed development should therefore be allowed to proceed, using care and vigilance. Furthermore, Greater Manchester Ecology Unit has raised no objections to the proposed development.

## **POLLUTION & LICENSING (CONTAMINATION)**

39. Historical maps of the site show an infilled water feature, as such Trafford's Contamination Officer has no objections subject to a conditions being attached requiring that prior to any development taking place that an investigation and risk assessment be submitted to and approved in writing by the Local Planning Authority and that following this, prior to first occupation of the new dwellinghouse, that a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority.

## **TREES/LANDSCAPING**

40. A row of mature Beech trees are sited immediately to the west of the application site boundary, standing within the curtilage of 6 Harboro Grove. The closest of these trees according to the submitted plans would be approximately 1.1m away from the proposed dwellinghouse. Trafford's Tree Officer believes that whilst not protected by a Tree Preservation Order, these trees are very prominent in the local landscape and are of high amenity value. As such, recommends that a condition requiring the submission of a tree protection scheme is attached to any planning permission. Given that the new dwellinghouse would sit principally within the footprint of the existing garage block and following the Tree Officer's comments and subject to the above condition being met, the officers are satisfied that there will be no significant harm to these trees, thus ensuring their retention and that the proposed development is therefore acceptable.
41. It is also recommended that a Landscaping condition also be attached requiring that prior to first occupation of the new dwellinghouse, full details of both hard and soft landscaping works are submitted to and approved in writing by the Local Planning Authority.

## **DEVELOPER CONTRIBUTIONS**

42. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate' for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
43. No other planning obligations are required.

## **CONCLUSION**

44. The proposed development will provide a two-bedroomed home which would improve the quality and quantity of the housing stock in this part of the Borough.

It is considered that the principle of residential development on this site is acceptable and that the development impacts associated with the scheme can be mitigated through the use of planning conditions where necessary. In accordance with paragraph 7 of the Framework, it is considered that the proposed development represents a sustainable form of development which complies with all relevant Policies set out in the Trafford Core Strategy and the NPPF.

## **RECOMMENDATION:**

### **GRANT subject to the following conditions:-**

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the amended plans, numbers 500507/101/B and 500507/111/D received 2<sup>nd</sup> September 2016 and 500507/103/F and 500507/120 received 12<sup>th</sup> September 2016.

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy.

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and/or full specification of materials to be used externally on the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. No development shall take place until a Tree Protection scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should be fully compliant with British Standard 5837: 2012 – ‘Trees in relation to design, demolition and construction – Recommendations’ and should include an Arboricultural Impact Assessment (AIA) and an Arboricultural Method Statement (AMS). The AMS should focus specifically upon the protection of the off-site Beech trees and may include details of the excavation of existing hardstanding and any root pruning operation required.

Reason: It is necessary for this information to be submitted and agreed prior to commencement so as to incorporate any amendments into the final design and

in order to protect the existing trees on the site in the interests of the amenities of the area and in accordance with Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification):
  - (i) no external alterations shall be carried out to the dwelling
  - (ii) no extensions shall be carried out to the dwelling
  - (iii) no garages or carports shall be erected within the curtilage of the dwelling
  - (iv) no vehicle standing space shall be provided within the curtilage of the dwelling
  - (v) no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwelling
  - (vi) no means of access or areas of hard surfacing shall be constructed to the curtilage of the dwelling
  - (vii) no windows or dormer windows shall be added to the dwelling

other than those expressly authorised by this permission, unless planning permission for such development has been granted by the Local Planning Authority.

Reason: To protect residential and visual amenity and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. The 2 no. car spaces to be provided to the rear of the hereby approved dwellinghouse shall be kept available for the parking of motor vehicles at all times.

Reason: To ensure adequate garaging/off street parking provision is retained and thereby avoid the harm to amenity, safety or convenience caused by on street parking, having regard to Policies L4 and L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations

7. Access to the proposed new dwellinghouse is to be via the existing access road behind the apartment blocks on Harboro Grove.

Reason: In order to safeguard public and highway safety, having regard to Policy L4 and L7 of the Trafford Core Strategy.

8. No development approved by this permission shall be take place unless and until a Sustainable Urban Drainage Scheme to reduce surface water run-off from the site to meet Level 2/Hybrid Strategic Flood Risk Assessment objectives in



accordance with Trafford Core Strategy Policy L5 has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in accordance with the approved scheme.

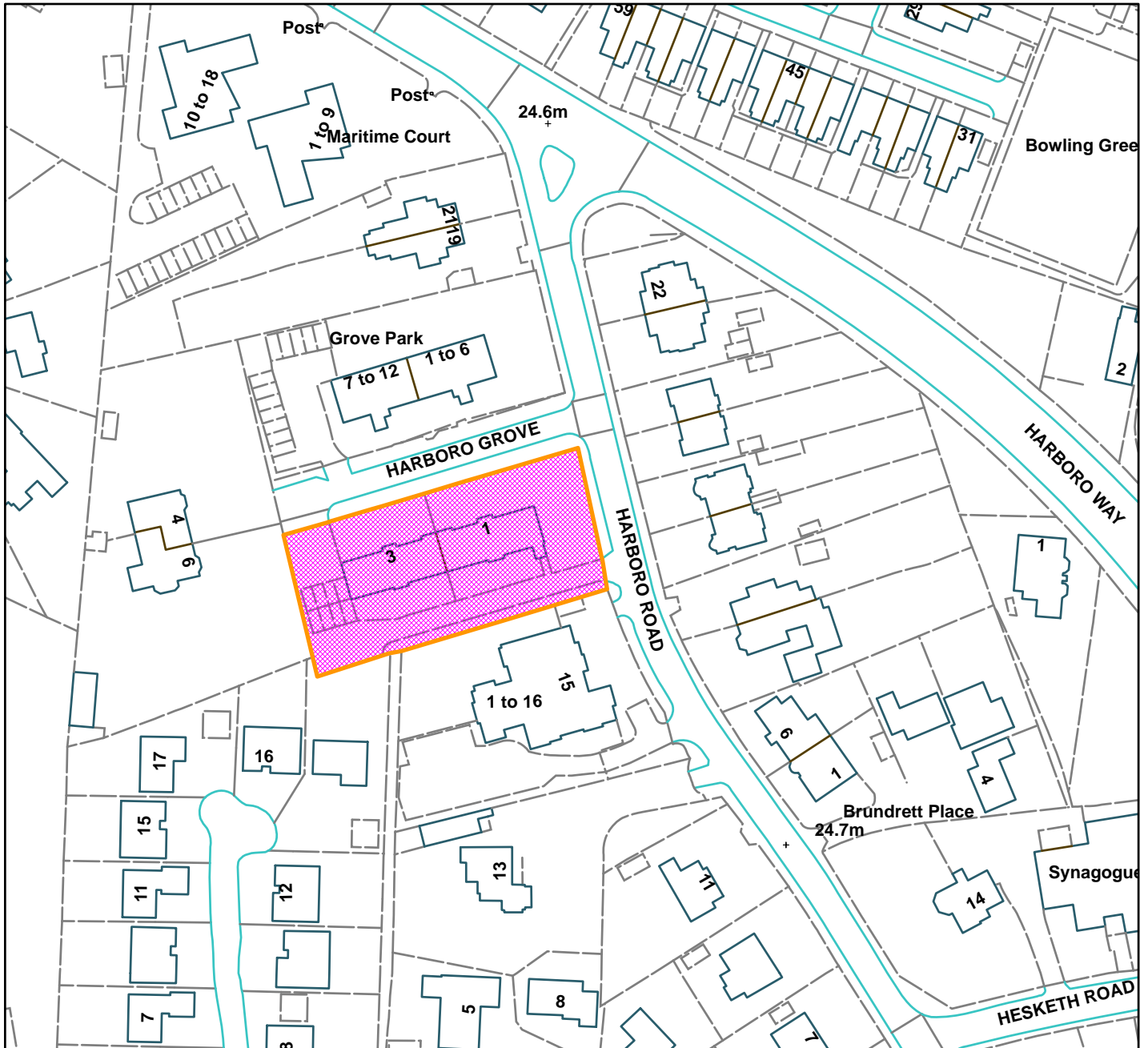
Reason: It is necessary for this information to be submitted and agreed prior to commencement to reduce the risk of flooding having regard to Policy L5 and L7 of the Trafford Core Strategy.

BB

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Land to the side of 1-3 Harboro Grove, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/10/2016
Date	10/10/2016
MSA Number	100023172 (2012)

**Demolition of existing bungalow and erection of 2no semi-detached houses with attached single garages.**

21 Rivington Road, Hale, WA15 9PJ

**APPLICANT:** Mr McNeillie

**AGENT:**

**RECOMMENDATION: GRANT**

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**SITE**

The proposal site is located on the northern side of Rivington Road, to the south of Hale Road (A538) and west of Hale Cemetery. It consists of a single storey “true” bungalow and has an area of approximately 685.65sqm (0.068ha) with a rectangular configuration approximately 21m in width and a depth of approximately 33m. The principal elevation of the existing building is approximately 7.6m from the front boundary and is set slightly back from both adjoining properties; No.19 to the west and No.23 to the east which are both semi-detached properties. The property is level with the highway; however, the rear garden is set approximately 0.4m lower with mature planting to all rear boundaries. There is a single storey outbuilding to the rear of 162 Hale Road towards the rear.

The application site is not within a Conservation Area, nor within the setting of a Listed Building. There are no Tree Preservation Orders within or directly adjacent to the curtilage of the proposed development.

**PROPOSAL**

The proposed development consists of the demolition of the existing bungalow and erection of a pair of semi-detached dwellings. The development would be sited centrally within the site and would have the main front elevations aligned with the building line of 23 Rivington Road and would be set back by 0.3m from the main front corner of 19 Rivington Road.

The proposal includes attached garages which would be set off the side boundaries by 300mm, with the main side elevations of the proposed dwelling being located a further 2.6m from the boundary. A further two storey element would be located to the rear, with a staggered maximum width of 2m (retaining 1m between it and the common boundaries with No.19 and No.23) and would be set back by 6.3m from the main front corner of each dwelling.

The existing ridge height of the bungalow is approximately 5.5m and this height would become the eaves height of the proposed dwellings, increasing to a maximum height of the ridge at approximately 8.3m. The proposed dwellings would be approximately 0.3m higher than the ridge heights of No.19 and No.23.

A patio area is proposed to the side and to the rear of the properties adjacent to the east and west boundaries and would be level with the rear of the property. This would project 1m further than the rear elevation, with a further 1.2m being proposed, inset from the side boundaries by 5m. The patio areas would be accessed by bi-folding doors to an open plan habitable area. Dormers are proposed to both the front and rear elevations providing five bedrooms within each property. Three off-street car parking spaces are proposed to the frontage of both houses, with associated landscaping.

The increase in floor space of the proposed development would be 289m<sup>2</sup>.

### **DEVELOPMENT PLAN**

**For the purposes of this application 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.

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L1 – Land for New Homes  
L2 – Meeting Housing Needs  
L4 – Sustainable Transport and Accessibility  
L5 – Climate Change  
L7 – Design  
L8 – Planning Obligations  
R2 – Natural Environment  
R3 – Green Infrastructure

### **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.

### **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents.

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## **RELEVANT PLANNING HISTORY**

### 19 Rivington Road

88688/HHA/16 – Erection of single storey front porch, single storey side extension and single storey side/rear extension with additional accommodation at basement level; erection of raised decking to rear (Revised scheme following approval of 87869/HHA/16). Approved August 2016.

### 23 Rivington Road

H/70629 – Erection of two storey side extension and single storey rear extension to provide additional living accommodation. Approved January 2009.

## **APPLICANT'S SUBMISSION**

The applicant has submitted supporting information in support of the submitted application.

## **CONSULTATIONS**

**Ecology** – No objections

**LHA** – No objections

**Environmental Health** – No comments

**Drainage** – Standard comments regarding peak discharge etc.

**United Utilities** – Comments relate to proposed development and advise that the applicant contacts UU.

## **REPRESENTATIONS**

7 objections have been received from 6 individual properties.

The main concerns raised are listed below:

- Over development of the site by replacing a modest 3 bedroom bungalow with a pair of semi-detached houses, each with 5 bedrooms and the proposed rear elevation would be further back from building line of neighbouring properties.

- The ridge height of both properties appears to be excessive. Both 17 and 19 have second floor accommodation which required a flat roof to ridge height to give sufficient head-height.
- The proposed development would overpower other houses within the road and overshadow Nos.19 and 23 Rivington Road for half the day
- With 10 bedrooms proposed, this would lead to a significant increase in parking problems
- Overlooking to rear garden areas by position of properties and disproportionate amount of glazing to rear. Less than 25m between rear of properties and rear boundary.
- Lack of outdoor amenity space to both properties
- Proposed houses should retain 3m between them and the side boundaries as other properties within the road
- Design not in keeping with other properties within Rivington Road and would be too large
- Design concerns relating to insertion of dormers and two storey development following demolition of bungalow
- Height of development higher than Nos. 19 and 23

1 letter has been received in support of the proposed development.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The application site comprises an existing residential bungalow and is therefore considered to be previously developed land. The site is located within a predominantly residential area of both semi-detached and detached properties of various designs and appearance. The site is also considered to be in a sustainable location, as it lies close to a bus route and is located close to Altrincham Town Centre and Hale District Centre.
2. The proposal would entail the demolition of the existing bungalow and the erection of two 2.5 storey semi-detached dwellinghouses of a similar footprint to that of the existing dwelling. Three off-street car parking spaces for each property are proposed accessed via independent access points.
3. Paragraph 49 of the NPPF indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
4. Paragraph 14 of the NPPF indicates that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably

outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.

5. The Council does not, at present, have a five year supply of immediately available housing land. The absence of a continuing supply of housing land has significant consequences in terms of the Council's ability to contribute towards the government's aim of boosting significantly the supply of housing. Significant weight should therefore be afforded in the determination of this planning application to the scheme's contribution to addressing the identified housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.
6. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the policies seek to deliver. Specifically, the proposal contributes towards meeting the Council's housing land targets and housing needs identified in Core Strategy Policies L1 and L2 in that the scheme will deliver two additional residential properties in a sustainable location.
7. Policy L1.7 does however state that an indicative 80% target proportion of new housing provision is to be provided on through the use of brownfield land and buildings. The proposed development would be located within an existing domestic plot and utilise part of a domestic garden. Policy L1.10 also states that where development proposal would involve the use of domestic gardens, due regard will be paid to local character, environment, amenity and conservation considerations. The proposal would follow the plot size and scale of development within the local area and would provide good sized rear garden areas.
8. The proposed demolition of a bungalow and the erection of a pair of semi-detached properties are therefore considered acceptable in principle subject to appropriate design, residential and highway assessment.

#### RESIDENTIAL AMENITY

9. Notwithstanding these observations in relation to the principle of residential development on the site, the development is required to be assessed against Policy L7: Design within Trafford's Core Strategy regarding to its possible impact upon residential amenity.
10. Policy L7.3 states that development must not prejudice the amenity of future occupants of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

## IMPACT UPON 19 RIVINGTON ROAD

11. No. 19 is the immediate neighbouring property to the east of the site, extensions are currently being erected at this property in accordance with planning permission 88688/HHA/16. This development includes the erection of a single attached garage that has its front elevation aligned with the existing flat roof garage of the application property. The garage has a length of 6m adjacent to the common boundary with a gabled design and a maximum height of approximately 4.1m. Towards its rear, and inset from the boundary by 1m, a single storey side and rear extension is being built, with a projection of approximately 5.3m from the main rear wall. A side door would provide access to a utility room, and a window and roof lights within the east elevation providing secondary light to a kitchen area with a set of aluminum doors within the rear elevation opening out to a raised platform that projects a further 1.3m. Below the proposed kitchen area, there is a basement games room with study lit by high level windows within both the eastern and northern elevations.
12. Within the eastern elevation and above ground floor level, there are two obscure windows and, within a side dormer, an obscure glazed window to a staircase providing access to a habitable room within the roof space that faces towards the property's rear boundary.
13. The existing dwellinghouse within the curtilage of the application site is a true bungalow that is 15.9m in width (19m including attached garage) and its maximum depth is measured as being 10.7m. The principal elevation is sited approximately 7.5m from the front boundary, with the eaves height being approximately 2.7m and the maximum ridge height being approximately 5.6m, 6.2m from the common boundary with No.19 Rivington Road.
14. The proposed development would have its main front elevations aligned with the building line of 23 Rivington Road and thereby approximately 0.3m back from the main front corner of 19 Rivington Road.
15. The size, scale and massing of the proposed development is to be considered. The depth of the property has been measured as being approximately 11.5m, with a centrally placed further projection of 700mm. The rear of the proposed development has a catslide roof down to the rear two storey eaves height of 5.5m, 1m from the common boundary. This rear elevation would be located approximately 1.6m further that the main rear elevation of 19 Rivington Road, but approximately 3m less than the recently approved single storey side/rear extension that has a singular side window, velux windows above it to add to the main outlook and light received via bi-folding doors within the rear/northern elevation.
16. The overall size, scale and massing is undoubtedly larger than the extant situation, but the principal of a pair of semidetached properties with a similar



eaves height and maximum ridge height to others within the streetscene is considered acceptable subject to appropriate design, siting and without causing undue detrimental impact to residential amenity. The current development being erected within the curtilage of 19 Rivington Road is a material consideration, with the internal dimensions and siting of fenestration details being readily available within the approved application 88688/HHA/16.

17. The overall size, scale and massing is considered not to cause sufficient loss of amenity due to the proposed two storey elements being sited between 1m and 2.9m from the common boundary that would mitigate the visual impact of the proposal. Furthermore, the siting of the development currently being erected to the side and rear elevations of No.19 has removed original windows to a separate morning room and kitchen which were illuminated by independent, single windows that provided both outlook and light to the residents of that property. The proposed development would therefore comply with guidance within SPD4 and would not result in undue harm to the residential living conditions of the neighbouring occupiers of no.19.
18. Windows are proposed within the side elevation of the development facing no.19 at first floor level, however this would serve non-habitable rooms and would be obscure glazed. This would be secured by way of condition.

#### IMPACT UPON 23 RIVINGTON ROAD

19. 23 Rivington Road is also a two storey semi-detached property with two windows within the original western elevation facing the site. These are obscure glazed. A part single, part two storey side and rear extension (H/70629) has been erected on site, with the two storey element including a ground floor window set back from the principle elevation of the property by approximately 3.8m and aligned with the main rear wall of the property. There is a clear glazed window at ground floor level within the front elevation of this side extension which would serve what appears to be a kitchen area. Within the side elevation at first floor level, there is an obscure glazed window providing light to a bathroom. The property's single storey rear projection projects approximately 3m from the main rear wall and both elements are sited approximately 0.8m from the common boundary with the application property.
20. The proposed dwelling would be sited forward of this two storey extension at no.23 by approximately 1.8m. However the design of the building includes a single storey garage in this location and the two storey element would be set back by approximately 5.7m. In this regard it is considered that the proposal would not have an undue impact in terms of light received or result in harm to outlook from this ground floor window of the two storey extension at no.23.
21. The rear elevation of the proposed development would be set back by approximately 0.8m from the rear elevation of the single storey extension to the

rear of no.23 and 1.6m forward of the first floor rear wall of that property. The visual impact therefore on residential amenity as experienced from the rear garden and in habitable rooms served from rear windows at both ground and first floor levels would be compliant with guidance as set out in SPD1, that would allow a maximum of 2.5m projection further than the bedroom window closest to the common boundary. The proposal is not appear visually intrusive or cause such harm to light received to result in undue harm to the residential amenity of occupiers of 23 Rivington Road.

22. Two windows are proposed within the side elevation of the development facing onto no.23, these however would serve non habitable rooms and are proposed to be obscure glazed, and this would be secured by way of condition in order to limit harm to privacy.
23. The existing property has a patio area approximately 0.5m higher than the rear lawn area and the submitted proposal would include a patio to the side and rear of the pair of proposed dwellings. This would project 1m from the rear main corner of both properties, with a further projection of 1.2m, indented from the side boundaries by approximately 5m. A separation distance of approximately 10.6m from the rear boundary would be provided. Although the common boundary with No.19 is a 1m high waney lap fence with concrete posts, there is mature planting within the curtilage of 19 and 23 Rivington Road in addition to the application site that would prevent overlooking or loss of privacy to the adjoining occupiers to the site.

#### IMPACT UPON 162 HALE ROAD

24. The Council's Planning Guidelines for New Residential Development advises that for new 2 storey dwellings, the minimum distance between dwellings which have major facing windows is 21m across public highways and 27m across private gardens. Where three storey dwellings are proposed, the minimum distances are increased by 3m. It also states that private rear garden areas should not be closely overlooked and that distances to rear garden boundaries from main windows should be at least 10.5m for two storey houses and 13.5m for three storey houses. A minimum distance of approximately 13.5m would lie between the main rear elevation and the rear boundary and approximately 45m would be provided between the proposed development and the main rear elevation of 62 Hale Road to the north. The proposed interface distances would adhere to, and be excess of, the relative guidance and therefore it is considered that the impact on privacy through undue overlooking to the properties rear would be minimal.
25. The pair of semi-detached properties would back onto a large garden area that is linked to 162 Hale Road which is also to the rear of the smaller gardens of both its neighbours, Nos. 164 and 160 Hale Road. Mature trees are adjacent to the rear boundary within the curtilage of the site which are proposed to be retained,

with a separation distance of 14m being provided between the rear elevations and the rear boundary. Guidance recommends that 13.5m is retained as a separation distance between habitable room windows at second storey level and a rear boundary, reducing to 10.5m for first floor windows and these would be accommodated by the development to comply.

26. The proposed interface distances between the northern habitable room windows of the 2no. properties and the rear of 162 Hale Road are considered to be in excess of the minimum 21m as recommended within development guidance and the development impact would be further lessened by the siting of a large outbuilding adjacent to the common boundary that is almost the entire width of the application plot.
27. The proposed development would therefore comply with guidance regarding the proposed development and would not result in harm to the residential amenity of the occupiers of no.162 Hale Road.

#### FUTURE OCCUPIERS

28. The Council's Guidelines also recommend that around 80sqm of garden space will normally be acceptable for 3 bedroom semi-detached houses in an area of similar properties. The proposed development would provide approximately 10.5m x 13.5m rear garden space (141.75sqm) for each 5 bedroom dwelling and this is considered to be acceptable in terms of providing sufficient amenity for future occupants of the properties, and would retain a sense of spaciousness to be characteristic of the surrounding area.
29. In addition the proposal would provide a good quality of accommodation future occupiers providing good levels of light, privacy and outlook.

#### DESIGN AND STREETSCENE

30. The proposal would result in the loss of a single storey bungalow. The existing property is unusual within this part of Rivington Road in that it is the only bungalow in the area, with semi-detached and detached two storey properties creating the character of the area. The dwelling is not a Listed Building and it is not located within a conservation area, nor is it considered to be a non-designated heritage asset. The demolition of the property is therefore is considered acceptable in principle.
31. It is noted that this residential area is characterised by larger than average semi-detached and detached properties of good design that helps to create a relatively spacious streetscene. The proposed development would introduce a pair of semi-detached properties that are considerate of their siting, with a centrally placed forward projection that is similar to the appearance of Nos.23 and 25 Rivington Road. With an Arts and Crafts appearance with additional detailing such as

saddle bars and stanchions within the fenestration details to add value to the properties' appearance within the streetscene. Planted timber elements and small, plain clay tiles would also link with the styles of neighbouring properties within the immediate vicinity. Appropriately placed dormers within the front elevation, with space above, below and to their sides are considered to be an acceptable addition within the principal elevation. Towards the rear, a more functional appearance would allow for neo-classical formalism of windows and doors, with the siting of 2no. centrally placed flat roof dormers and roof lights considered to be acceptable in their appearance also.

32. The built form of the proposed development would have its main two storey element set approximately 2.9m of the east and west boundaries and is considered to be consistent with the rhythm of development along this part of Rivington Road and would be approximately the same distance as the original eastern side elevation of No.19 and the application site.
33. The existing depth of the bungalow is measured at approximately 10.4m, with the proposed depth of the main body of the development being approximately 11.5m. Although marginally greater than the main bodies of adjacent properties within the area, the development is considered not to be disproportionate and considered acceptable in principle.
34. The eaves height of the proposed properties would be 5.5m, increasing to a maximum ridge height of 8.3m. There are a variety of housing types and styles within the local vicinity, with associated differences in eaves and ridge heights. The eaves height would be approximately 0.3m higher than No.19's and approximately 0.2m higher than No.23's. The ridge height would be approximately 0.3m higher than the maximum height of the adjoining property No.23 and be similar in height to No.19. It is considered, on balance, that this would not appear unduly prominent within the streetscene. The size, scale and massing of the development is considered to be mitigated by the separation distances of approximately 2.9m between the main side elevations of the dwellings and their outer boundaries. Furthermore, the properties along the southern side of Rivington Road are marginally higher than those on the northern side, and it is considered that this variety of housing types, design and height differences would allow the proposed development to integrate well into the streetscene and not result in harm to visual amenity and the character or appearance of the application site or wider area.
35. Policy L7 of the Core Strategy states that development must enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment. The proposed development would include hard and soft landscaping to both properties in a symmetrical manner, with three off-street car parking spaces complimented by beech hedging to soften the appearance of the development within the streetscene.

36. The proposed development would thereby be considered to be compliant with guidance within SPD4 and Policy L7 of the Trafford Core Strategy that advises that in relation to matters of design, development must make the best use of opportunities to improve the character and quality of an area.

### TREES

37. The proposed development indicates the loss of 2no. trees adjacent to the common boundary with No.23 Rivington Road and introduce a patio area to the side of a proposed dwelling. These are not covered by a Tree Preservation Order and would not cause any further harm to the occupiers of No.23 through their loss.

### VEHICLE PARKING AND HIGHWAY CONSIDERATIONS

38. The Council's car parking standards as set out in Policy L4 and Appendix 3 of the Trafford Core Strategy and the Council's Supplementary Planning Document 3: Parking Standards (SPD3), require the provision of three car parking spaces for dwellinghouses with four or more bedrooms. The proposed development would create two 5-bed dwellinghouses and provide a separation distance of approximately 7.6m between the principle elevation and the front boundary which is similar to neighbouring properties along the northern side of Rivington Road and supported. Three off-street car parking spaces are proposed for each dwellinghouse, with one independent access being provided adjacent to the common boundaries of the adjacent properties. It is considered that sufficient landscaping is included within the scheme to contribute to the verdancy of the streetscene. Off-street car parking and associated hard and soft landscaping is therefore considered to comply subject to the provision of permeable hard standing as part of a sustainable urban drainage system (SUDS).
39. The Local Highway Authority has been consulted on the application and they have not raised any objections to the proposal.

### PLANNING OBLIGATIONS

40. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
41. SPD1 in line with Policy R5.4 of the Core Strategy, also requires the provision of 'Specific Green Infrastructure' (GI), which is associated with the development itself, its impact on the surrounding environment and the measures that can be taken to mitigate specific issues in that area.

42. As the proposed development proposes the net increase of one residential unit, trees are required to be planted within the curtilage of the application site. Alternatively the provision of alternative GI treatments could be provided in lieu of, or in combination with, tree provision.
43. The applicant has submitted details regarding the planting of a beech hedge to the front of both properties that would be approximately 21m in length, thereby being in excess of the recommended 5m. It is recommended that a condition be imposed to ensure adequate hard and soft landscaping is achieved within the curtilage of the site.

## CONCLUSION

44. Having taken account of the representations made in respect of this application and considered it against adopted policy in the Core Strategy and the presumption in favour of sustainable development in the NPPF, it is considered that the principle of residential development on the site of 21 Rivington Road is acceptable. The external design of the proposed dwellings are considered acceptable, with the size, scale and massing of the development not causing undue residential harm or visual intrusion. The proposal is considered to be in compliance with the Local Development Plan. Where proposed development is in accordance with the development plan, the NPPF advises that it should be approved without delay. The application is therefore recommended for approval.

## RECOMMENDATION

### **GRANT subject to the following conditions:-**

1. The development must be begun not later than three years beginning with the date of this permission.  
  
Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).
2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans received by the Council on 10th October 2016 in addition to the proposed floor plans, roof plan and site location plan received on 22nd July 2016.  
  
Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy.
3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or full specification of materials to be used externally on the buildings have been submitted to and

approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the windows in the first floor on the east and west elevations facing 19 and 23 Rivington Road shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

Reason: In the interest of amenity and in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

5. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: It is necessary for this information to be submitted and agreed prior to commencement in order to protect the existing trees on the site in the interests of the amenities of the area and in accordance with Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

6. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.  
(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

7. Notwithstanding the plans hereby approved and before any development takes place, a scheme to limit the peak discharge of storm water from the development in accordance with the limits indicated in the Guidance document "Manchester City, Salford City and Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment" March 2010/March 2011 and the accompanying "User Guide" May 2010 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first use of the development hereby approved and shall be retained and maintained thereafter. As built details and record photographs of any SUDs facility shall be forwarded by the developer to the Lead Local Flood Authority for inclusion in the Flood Risk Asset Register.

Reason: To prevent localised flooding in accordance with Policies L5 and L7 of the Trafford Core Strategy and relevant guidance in the National Planning Policy Framework. This is required prior to the commencement of development to ensure that any requirements can be incorporated in the design of the final scheme.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification)
- (i) no external alterations shall be carried out to the dwellings
  - (ii) no extensions shall be carried out to the dwellings
  - (iii) no garages or carports shall be erected within the curtilage of the dwellings
  - (iv) no vehicle standing space shall be provided within the curtilage of the dwellings
  - (v) no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwellings
  - (vi) no means of access or areas of hard surfacing shall be constructed to the curtilage of the dwellings
  - (vii) no windows or dormer windows shall be added to the dwellings



other than those expressly authorised by this permission, unless planning permission for such development has been granted by the Local Planning Authority.

Reason. To protect the residential and visual amenities of the area, privacy, and public safety, having regard to Policy L7 of the Trafford Core Strategy.

9. Notwithstanding the submitted details and prior to any works on this part of the development taking place, details of the patio area to the rear of the proposed dwellings shall be submitted to and approved in writing by the Local Planning Authority. The patio area shall then be erected in accordance with those plans.

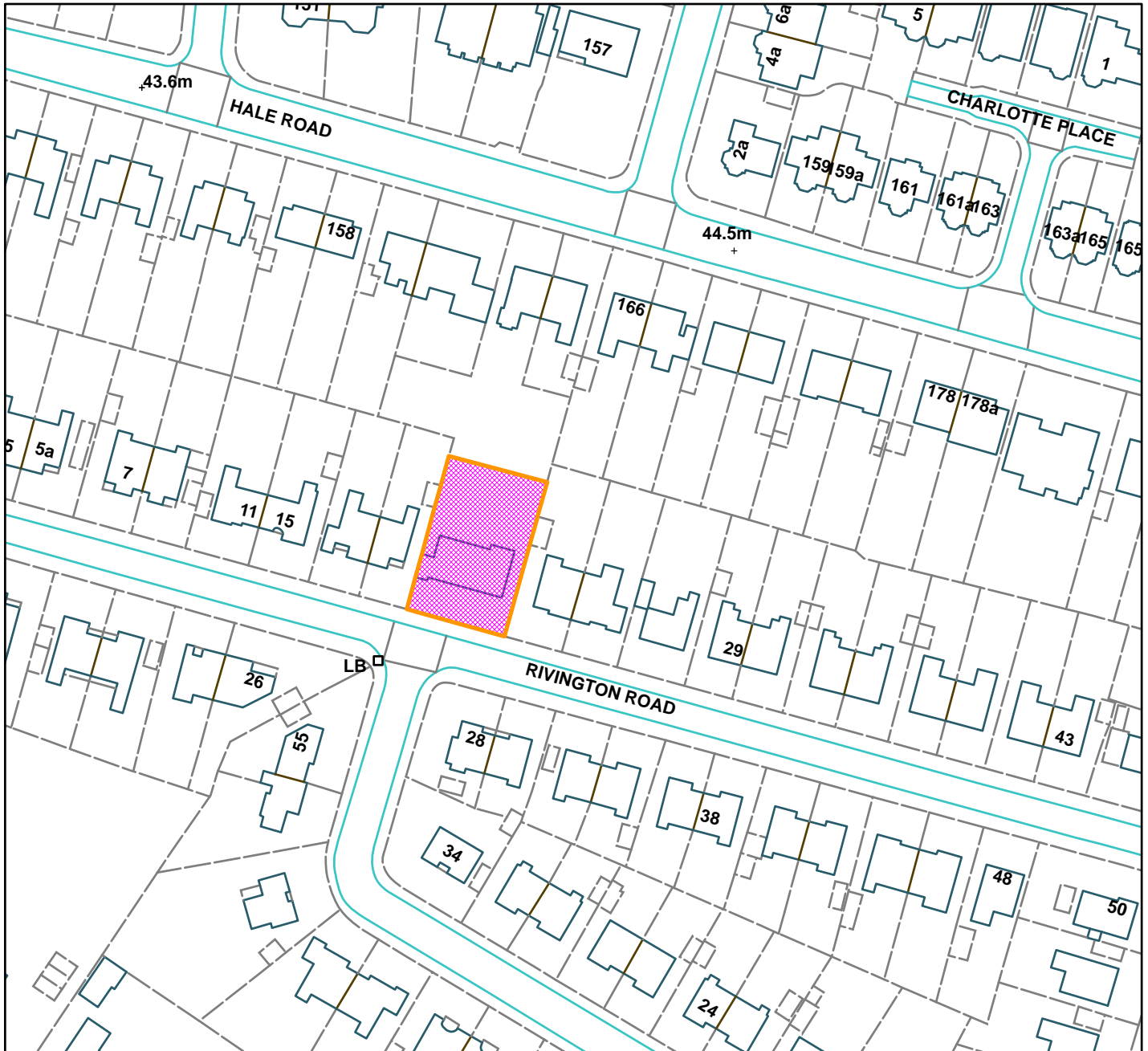
Reason: In the interests of residential amenity, having regards to Policy L7 of the Trafford Core Strategy.

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GD



21 Rivington Road, Hale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/10/2016
Date	11/10/2016
MSA Number	100023172 (2012)

**WARD:** Timperley

**88812/HHA/16**

**DEPARTURE: No**

**Erection of a single storey rear extension following demolition of existing single storey rear extension.**

8 Beeston Avenue, Timperley, WA15 7RX

**APPLICANT:** Mr Lawton

**AGENT:** J.W. Smith

**RECOMMENDATION: GRANT**

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**The application has been reported to Planning and Development Management Committee as it has been called in by Councillor Mrs Angela Bruer-Morris on the grounds the extension is considered to cause detrimental harm to the occupiers of 10 Beeston Avenue via the loss of light to a conservatory to the rear of this dwellinghouse.**

### **SITE**

The application site relates to a two storey semi-detached dwellinghouse situated on the eastern side of Beeston Avenue that connects Stockport Road to the south to West Vale Road to the north in Timperley. The application property is a two storey hipped roof property with an existing two storey side and rear extension adjacent to the common boundary with No.6. In addition it has been previously extended to the rear by a conservatory that projects 2.7m adjacent to the common boundary with No.10, steps in by a distance of approximately 0.8m and then projects a further 2.5m; giving a 5.2m maximum projection from the main rear wall of dwellinghouse. The surrounding area is residential in character with a combination of detached and semi-detached two storey properties surrounding the application site.

### **PROPOSAL**

Planning permission is sought for the erection of a single-storey extension to the rear elevation of the host dwelling following the demoltion of an existing single storey extension. The proposed extension would project 5.7m beyond the main rear wall of the existing house, with a width of 6m and, have an eaves height of 3m, the extension is proposed to be sited 0.2m away from the boundary shared with No.10 to the north and 3m from the boundary shared with No.6 to the south. All external finishes are proposed to match the main house with brickwork walls, a flat roof with glazed pyramid roof and uPVC windows and doors.

The increase in floor space of the proposed development would be 2.5m<sup>2</sup>.

## **DEVELOPMENT PLAN**

**For the purpose of this application 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.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility

L7 – Design

## **SUPPLEMENTARY PLANNING DOCUMENTS**

SPD4: A Guide for Designing House Extensions and Alterations (adopted February 2012)

## **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.

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

## **RELEVANT PLANNING HISTORY**

88663/PAH/16 - Erection of a single storey rear extension with a maximum projection of 5.8 metres beyond the original rear wall, a maximum height of 3.6 metres and eaves height of 3 metres. Application for prior approval under part 1 of schedule 2 class A of the Town and Country Planning (General Permitted Development) (England) Order 2015. Withdrawn June 2016.

H/65961 - Part first floor side extension & part two-storey side extension. Approved January 2007.

H/48168 - Erection of first floor side extension and single storey rear extension to form additional living accommodation. Approved December 1999.

H47084 – Erection of a rear conservatory. Approved March 1999.

## **CONSULTATIONS**

None

## **REPRESENTATIONS**

One letter of objection has been received and these raise the following concerns:

- No objection to the demolition of the conservatory but does object to the erection of a wall almost 6m in length and the loss of light that this would create to the conservatory and rear patio area of 10 Beeston Avenue.

## **OBSERVATIONS**

The key issues for consideration in this application are the design and appearance of the development and its impact on residential amenity.

## **DESIGN AND APPEARANCE**

1. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
2. The existing conservatory has two roof systems, the first element projects with a lean to roof with a maximum height of approximately 3.2m and decreasing in height to approximately 2.5m, 2.6m from the main rear wall of the property. The second element (possibly a later addition) has a hipped roof design that is set in approximately 0.9m from the common boundary and projects a further 2.5m. The roof design increases in height from this connection point to a maximum height of 3.2m, 4m from the original main rear wall and then reducing in height to the eaves height of 2.5m at its maximum projection of approximately 5.7m from the rear wall. The proposed development would have a mainly rectangular appearance, and have an eaves height of 3m along the entire length of projection from the main rear wall and be approximately 0.2m from the common boundary with No.10. The proposed development would extend approximately 2.5m further

than the rear elevation of the conservatory to the rear of No.10 that has a fully glazed appearance and low sloping lean-to roof above.

3. The scale of the proposed extension is not considered to be disproportionate in itself or in relation to the host dwelling, that has been extended to its side and rear elevations at both ground and first floor levels. The proposed development would effectively fill in a relatively small area (2.5sqm) to the side of an existing secondary conservatory and therefore the overall additional size and massing would be moderate to the extant situation, with a more holistic appearance, whilst all external materials would match those of the main house.
4. Whilst the property has been extended previously, the addition of a single storey rear extension is not considered to have a detrimental cumulative impact on its character and appearance or that of the surrounding area. A reasonable amount of outdoor amenity space would be retained to the rear of the extension and the addition is not deemed to represent an overdevelopment of the site as a whole.
5. The extension would be sited to the rear of the host dwelling, replacing an existing extension and would not be visible from any street or other public viewpoint. As such, there would not be any impact upon the street pattern. Its design, materials, scale and proportions are considered to ensure that it respects local context.
6. The development is considered to be in line with Policy L7 of the Trafford Core Strategy and the policies within the Council's adopted SPD4 in terms of its design and appearance.

## **RESIDENTIAL AMENITY**

7. Policy L7 of the Core Strategy states that in relation to matters of amenity protection, development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
8. The proposed extension would project 5.7m from the main rear elevation of the host building and be sited 200mm from the common boundary with No.10 Beeston Avenue. This property has a single storey conservatory that projects approximately 2.7m adjacent to the boundary with the application site.
9. Paragraph 3.4.2 of the Council's adopted SPD4 allows for extensions projecting up to 3m on semi-detached properties, although where the extension is set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the distance from the boundary. In this case, the principle would be to allow a projection of up to 3m further than an adjacent habitable room at the same level. Therefore, in this instance a projection of up to 5.9m would be

allowable (given the neighbouring extension) and be in accordance with the guidance contained within SPD4 (subject to design considerations). Given the modest height of the proposed extension (3m to eaves) and the generous length of the garden of No.10, it is considered that the proposed extension would not have a significant additional overbearing impact, nor would it overshadow or result in a loss of light which would be unduly harmful to the occupiers of no.10 over and above the impact of the existing single storey rear extension.

10. The proposed development would project 2.8m further than an existing two storey rear extension and be sited approximately 3m from the boundary shared with No.6 Beeston Avenue. The southern elevation would be in the same position as the existing conservatory, with a smaller glazed window than within the existing southern elevation. As such, no loss of privacy or detrimental harm would occur to no.6 due to the size, scale and massing of the proposed development.
11. The proposed extension would be approximately 42m away from the rear boundary shared with 80 and 82 Wellington Road and therefore no detrimental harm would occur to the occupiers of those properties due to the separation distances involved.
12. The proposed development is in accordance with Trafford Core Strategy Policy L7 and the aims of SPD4 and is therefore considered to be acceptable in terms of its impact on residential amenity.

## **DEVELOPER CONTRIBUTIONS**

13. No planning obligations are required.

## **CONCLUSION**

14. The comments of local residents have been taken into consideration in the assessment of the application, however the development accords with the development plan and is recommended for approval subject to the conditions listed below.

## **RECOMMENDATION: GRANT subject to the following conditions**

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, received by the Local Planning Authority on 21<sup>st</sup> July 2016.

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy.

3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the requirements of the National Planning Policy Framework.

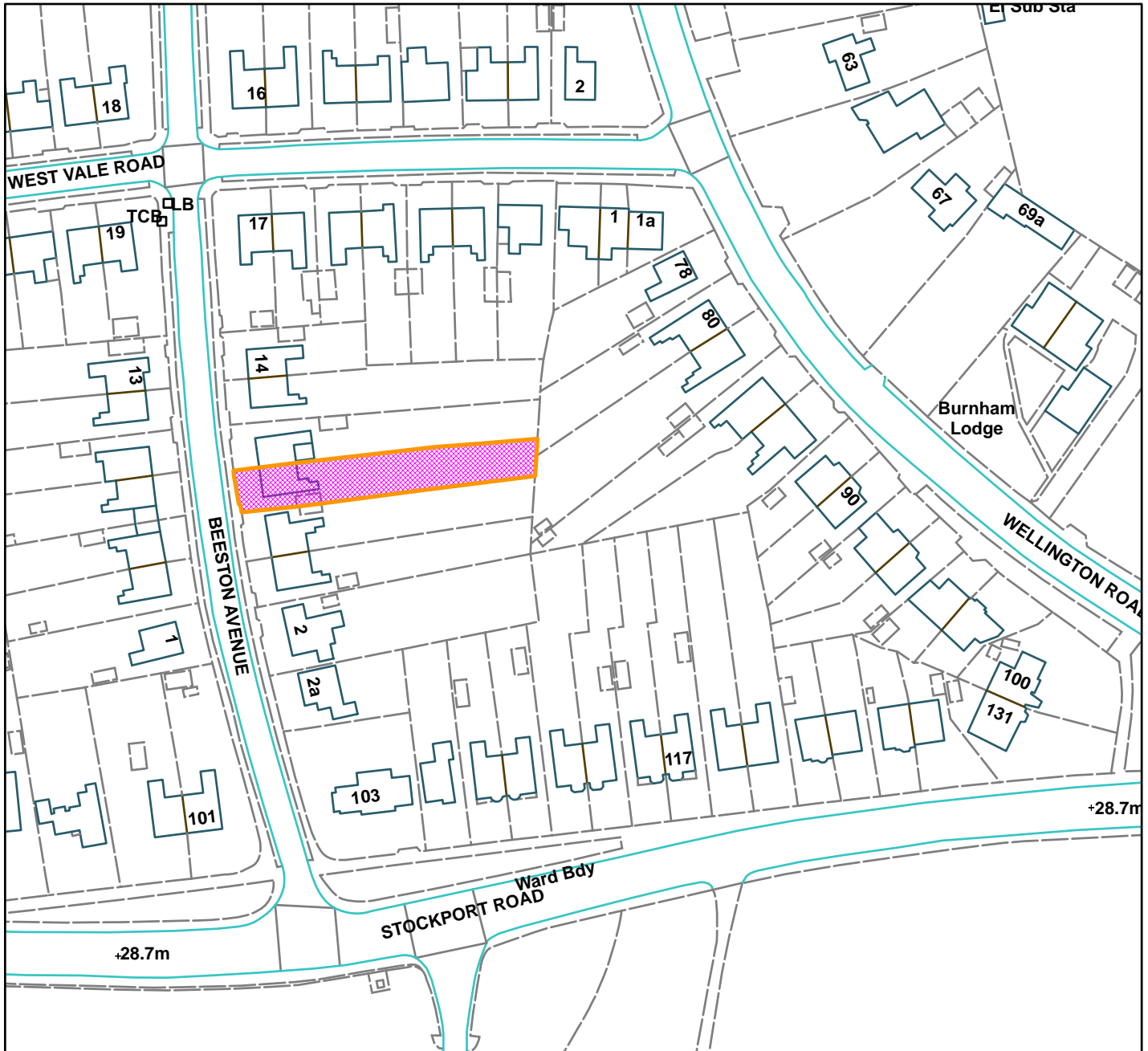
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GD





8 Beeston Avenue, Timperley (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/10/2016
Date	10/10/2016
MSA Number	100023172 (2012)

**WARD:** Flixton

**88891/FUL/16**

**DEPARTURE: No**

**Erection of single storey infill extension.**

St Michaels Church Of England Primary School, The Grove, Flixton, M41 6JB

**APPLICANT:** Mr St. Michael's C.E. Primary School

**AGENT:** Studio OL3 Ltd

**RECOMMENDATION: GRANT**

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**This application is to be reported to the Planning and Development Management Committee as there have been 6 or more representations contrary to the officer recommendation.**

**SITE**

The application relates to a predominantly single storey school fronting The Grove to the south. The main outdoor play areas are to the rear although there are smaller play areas at the front of the site. Vehicular access is via a drive up the eastern side of the school building leading to a car park. There is a detached building to the rear of the school used as a nursery.

The proposed infill extension is adjacent to the driveway on the eastern side of the school and has already been largely completed. The extension is single storey and forms an enlargement to an existing classroom. The extension is flush with the existing side elevation and roof of the main school building at the point it is situated.

To the east, beyond the drive are the rear garden boundaries of properties fronting The Grove. There is fencing and mature vegetation along these garden boundaries. There is also intervening paladin fencing between the area of the extension and the drive.

The school is situated within a predominantly residential area with a railway line to the north and open space to the north and east.

**PROPOSAL**

Planning permission is sought for the erection of a single storey infill extension on the eastern side of the building. The extension would measure 4.3 metres x 2.87 metres x 3.1 metres high and would be flush with the existing elevation of the school adjacent to it on the southern side, constructed in matching materials.

The extension would create a larger area for an existing classroom to accommodate a pupil with mobility issues. At the time of the site visit the extension had been largely completed.

The increase in floor space of the proposed development would be approximately 13 m<sup>2</sup>.

## **DEVELOPMENT PLAN**

**For the purposes of this application 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.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility

L7 - Design

## **PROPOSALS MAP NOTATION**

None

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

## **RELEVANT PLANNING HISTORY**

82389/FULL/2014 – The erection of a new External Covered Play Area to the front of the main school building – Approved 2014

76288/FULL/2011 - Formation of new main entrance to school building with fixed canopy feature – Approved 2011

H/66456 – Single storey extension to rear for additional classroom accommodation – Approved 2007

H/55817 – Erection of extensions to form a covered play area and toilets – Approved 2003

H/36230 – Erection of single storey building to form nursery unit, extension to existing playground & car parking area, construction of new tarmacadam play area & provision of new pedestrian access to the grove – Approved 1993

### **APPLICANT'S SUBMISSION**

The application is supported by a Design and Access Statement which will be referred to as necessary under the 'Observations' section of the report.

### **CONSULTATIONS**

**LHA** - The proposals have no highway implications; the LHA therefore have no objection to this application on highway grounds.

### **REPRESENTATIONS**

**Neighbours:** - 7 objections received from the occupiers of neighbouring properties. Comments summarised as follows:-

- Object to any increase in the size of the school as residents have extensive ongoing problems with teachers and parents parking on The Grove. They park dangerously, illegally and inconsiderately, churn up the ground and can be abusive to residents. Any additional building / extension will mean more children can be accommodated adding to traffic flow problems. The Grove is a small road with no traffic calming. Object on the grounds of highway safety, traffic and parking issues.
- The application is a slap in the face after a recent meeting with the school to discuss traffic issues. Trafford Council should pursue residents parking as discussed at a meeting earlier this year.
- The school is already overdeveloped and too little space given over to parking of vehicles
- The school is a bland 1960's building with architecturally unimaginative extensions
- Why when the neighbour consultation period is not over is the building substantially completed?
- Why were neighbour letters not sent out until 15<sup>th</sup> August when the application was submitted on 11<sup>th</sup> July 2016

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The application proposes a small infill extension with a floor area of 13 sq. m to extend an existing classroom. The extension is required to accommodate equipment for a pupil with mobility issues and as a result a larger classroom is required. The proposal would not result in any increase in the number of pupils or staff on site. As an extension to an existing school the principle of the application is acceptable.

### **DESIGN**

2. Policy L7 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;
3. The extension had been largely completed at the time of the site visit and assimilates well into the existing school building. The extension is small and flush with the existing elevation of the school to the south at the point it adjoins and has the same height as the adjoining school building. The extension uses the same fenestration details and materials as the main school. There is limited visibility of the area of the extension from the public realm. The design is therefore considered to be compliant with Policy L7 of the Trafford Core Strategy.

### **IMPACT ON RESIDENTIAL AMENITY**

4. Policy L7 states that 'In relation to matters of amenity protection, development must:
  - Be compatible with the surrounding area; and
  - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
5. As indicated above, the extension is small and flush with the existing side elevation and roof of the school at the point it adjoins it. The windows in the extension are also flush with existing windows in the side elevation of the school and are at ground floor level only. There is boundary fencing and mature planting along the rear garden boundaries of the residential properties to the east on The Grove which back onto the school site. It is not considered that there would be a material impact on residential amenity as a result of the extension and as such it is considered compliant with Policy L7 of the Trafford Core Strategy.

## HIGHWAY ISSUES

6. The traffic issues identified by residents are noted and there appears to be ongoing dialogue between residents, the school and the Highways Department regarding a long term resolution to these issues. However the current application is for a small extension to an existing classroom to accommodate a pupil with mobility issues and would not result in any increase in staff or pupils on site. The extension would not remove any existing parking or increase parking demand. Therefore the LHA have commented that additional parking is not required and the proposals have no highway implications. The LHA therefore have no objection to this application on highway grounds

## OTHER MATTERS

7. The works have been carried out prior to the application being determined. Although the correct procedure would have been for the application to be determined prior to work commencing on site, the current application has been submitted to regularise this situation. The applicant is entitled to do this and the current application must now be considered on its own merits.
8. The application was initially received on 11<sup>th</sup> July 2016 but was invalid. The application became valid on 9<sup>th</sup> August 2016. Neighbour notifications were sent out on 15<sup>th</sup> August 2016. A site notice was also posted at the front of the school on The Grove. The determination date for the application will be significantly after the expiry of the 21 day statutory minimum period for neighbour comments and therefore the legal requirements in relation to publicity carried out for this application have been fully complied with.

## **DEVELOPER CONTRIBUTIONS**

9. Not required as the floorspace does not exceed 100 m<sup>2</sup>.

## **CONCLUSION**

10. The application proposes an extension to an existing classroom to accommodate a pupil with mobility issues and would not result in any increase in staff or pupils on site. The design is in keeping with the existing school building and it is not considered that the extension would have any material impact on either residential amenity or parking demand and is therefore compliant with the relevant policies.

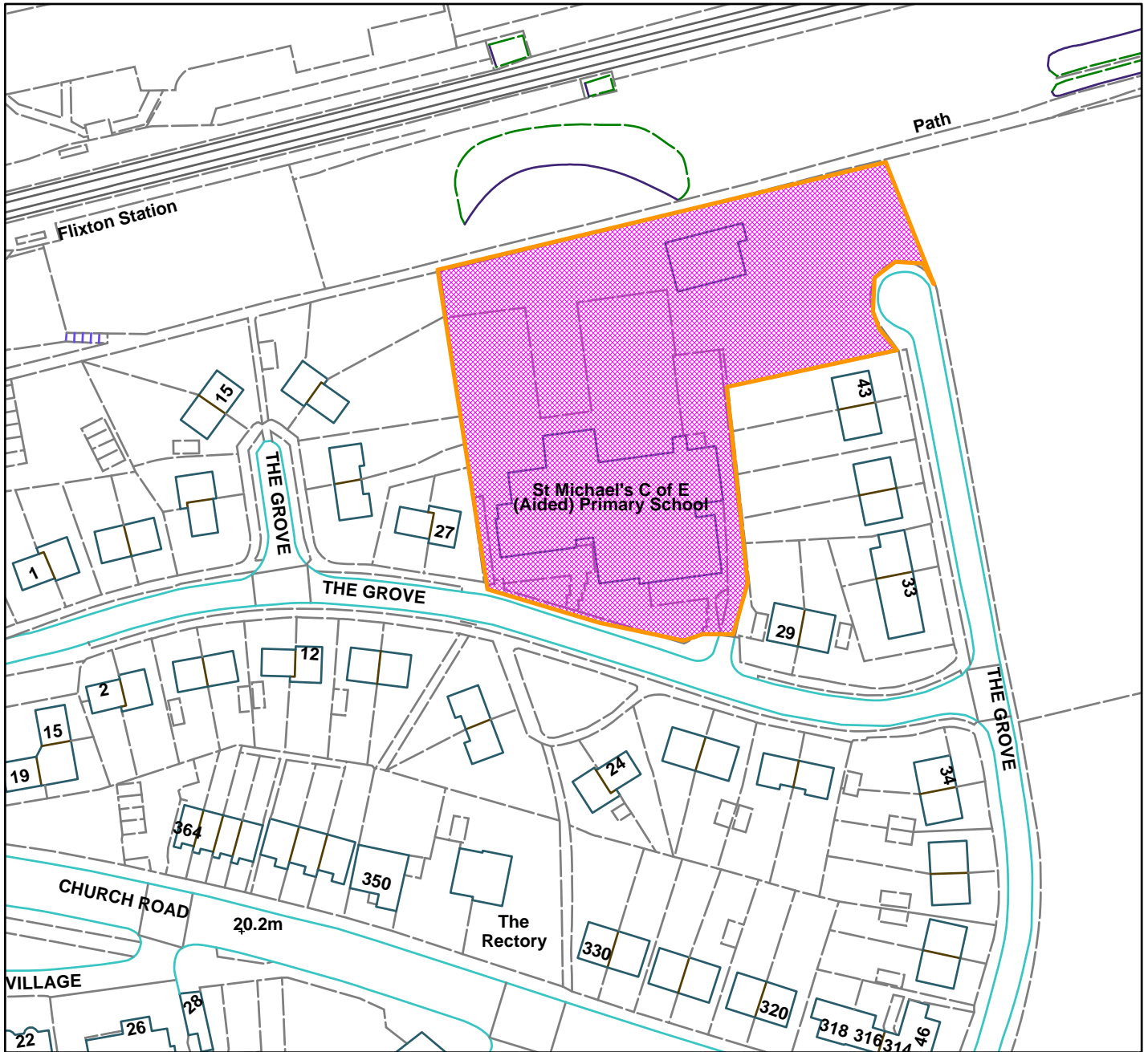
**RECOMMENDATION: GRANT** (no conditions required).

JJ

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St Michaels C of E Primary School (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/10/2016
Date	10/10/2016
MSA Number	100023172 (2012)

**WARD:** Hale Central

**89103/FUL/16**

**DEPARTURE:** No

**Erection of a two storey educational building.**

Altrincham Boys Grammar School, Marlborough Road, Bowdon, WA14 2RW

**APPLICANT:** Mr Gartside

**AGENT:** 10architect Ltd.

**RECOMMENDATION: GRANT**

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**This application is to be reported to the Planning and Development Management Committee as there have been 6 or more representations contrary to the officer recommendation.**

**SITE**

The application relates to land to the rear (east) of the main Altrincham Boys Grammar School building. The majority of the site of the proposed building is currently hardsurfaced school yard to the east of which is a fenced sports pitch with open school fields beyond. The main school building is 2 storey adjacent to the application site and the levels fall from west to east down to the sports pitch. A part of the school building known as the 'Coleman Hall' currently partly encloses the yard at the southern end and to the north the yard is partly enclosed by the Design and Technology building.

At the southern end of the school site is 'The Grammar' fitness and Leisure facility, a detached building.

Beyond the southern boundary of the school site is Blenheim Close, a residential cul-de-sac. There are also residential properties to the northeast of the application site on Seddon Road and Heath Road. On the opposite side of Marlborough Road, beyond the main school building is Bowdon Rise, a residential cul-de-sac. To the north of Bowdon Rise is the Mercure Hotel and to the south is Altrincham Preparatory School.

There are vehicular accesses at the northern and southern ends of the school site off Marlborough Road leading to car parking areas.

The application site is situated adjacent to the Bowdon Conservation Area to the northwest and the Hale Station Conservation Area to the northeast but is not itself within a Conservation Area.



## **PROPOSAL**

Permission is sought for the erection of a two storey educational building to provide classrooms and ICT facilities, W.C. facilities and to house the relocated school library.

The ridge height of the proposed building varies due to the land levels but it would have a maximum ridge height of 12.3 metres which due to the fall in land levels would match the height of the adjacent Coleman Hall. The building has a linear form extending from the Coleman Hall at the southern end of the yard to the Design and Technology building at the northern end of the yard and would have a length of approximately 65 metres. The classrooms would be 9.2 metres deep but the building would have a maximum depth of 11.5 metres when the colonnade is included. As the new building would adjoin these two existing structures an enclosed 'quadrangle' would be formed between the existing building and the new building. This open quadrangle would be surrounded by a covered colonnade.

The proposed materials are red brick and red roof tiles to match the existing school and coated aluminium curtain wall glazing units and coated aluminium solar shading elements on the south façade to mitigate against excessive solar heat gains.

The new building would be located entirely on the existing hardsurfaced yard area and would not impact on any trees or vegetation or the existing sports pitch to the rear of the school.

The stated aim of the proposal is to construct new teaching facilities whilst creating additional circulation through the school to alleviate student congestion during the transitional period between classes. The school is to increase its student intake, currently at 6 forms per year to increase to 7 forms per year resulting in an overall increase in 150 students across the school. The school requires additional space for the increased numbers of students and in addition to this the removal of the existing portacabin classrooms, which are at the end of their life, will result in a shortfall of teaching area in the school. The proposal would therefore include the demolition of the portacabins and effectively consolidate the new teaching space and additional educational facilities including the relocated library into one building.

The total floorspace of the proposed development would be approximately 1220.91 m<sup>2</sup>.

## **DEVELOPMENT PLAN**

**For the purposes of this application 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.

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R1 – Historic Environment

R2 – Natural Environment

## **PROPOSALS MAP NOTATION**

The site of the proposed new building is unallocated on the Proposals Map however parts of the wider Altrincham Boys Grammar School site are allocated as 'Protected Open Space' and 'Areas of Nature Conservation Value' and the application site is located adjacent to the Hale Station and Bowdon Conservation Areas.

## **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

ENV21 – Conservation Areas

## **SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS**

SPD5.9 - Bowdon Conservation Area Appraisal (July 2016)

SPD5.9a – Bowdon Conservation Area Management Plan (July 2016)

SPD5.11 - Hale Station Conservation Area Appraisal (July 2016)

SPD5.11a - Hale Station Conservation Area Management Plan (July 2016)

## **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.

## **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

## **OTHER RELEVANT LEGISLATION**

Planning (Listed Buildings and Conservation Areas) Act 1990

## **RELEVANT PLANNING HISTORY**

There is an extensive history to this long established site going back over 40 years. The following applications relate to extensions or additional school buildings in the last 10 years.

80913/FULL/2013 - Erection of two storey extension to Marlborough Road frontage of school building Approved 2013

78566/FULL/2012 - Erection of two storey building to form Physics Department including air source heat pump and associated fencing and landscaping Approved 2012

74381/FULL/2009 - Erection of two storey extension to form technology department following partial demolition of existing building – Approved 2010

H/64924 - Erection of sports hall building with associated car parking with new access onto Marlborough Road, and landscaping. Construction of artificial surface sports pitch and tennis courts with associated fencing. Extension to hardsurfaced playground area. Extension to playing field area incorporating land reclamation/raising. Approved 2006

H/64378 - Erection of two-storey extension to form 6 classrooms, office and store – Approved 2006

## **APPLICANT'S SUBMISSION**

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

- Design and Access Statement
- Transport Statement
- Crime Impact Statement
- Carbon Budget Statement
- Statement of Community Involvement
- Flood Risk Overview and Drainage Strategy Assessment
- Bat Survey

## **CONSULTATIONS**

**LHA** - No objection to the proposal subject to a number of conditions.

**Pollution and Licensing (Nuisance)** - There are no objections to the application subject to conditions

**Pollution and Licensing (Contaminated Land)** - No objection.

**Lead Local Flood Authority** – No objection subject to a condition requiring a full set of surface water drainage details and plans to reduce surface water runoff rates by 50% in accordance with the Council’s Level 2 Hybrid Strategic Flood Risk Assessment.

**GM Ecology Unit – Bats**

No objections to the proposal however suggested an informative be added to any permission stating that should bats be found on site works should take place and advice taken from a suitable qualified bat worker.

**GM Police (Design for Security)** – The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement (2012/0601/CIS/01 Version A) and a planning condition should be added to reflect the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement.

**Electricity NW** - No objection

**REPRESENTATIONS**

**Neighbours** - 16 letters / e-mails of objection received and the comments are summarised below:

- Increased classrooms will result in additional pupils and staff, leading to additional congestion on the road in an already excessively congested area. The road is frequently gridlocked at school opening and closing times in addition to open days and parent’s evenings.
- On street and on pavement parking by school buses, parents and staff blocks access for residents
- Existing problems are exacerbated by the traffic calming measures
- The congestion and lack of traffic management leads to highway safety issues. The narrowing of pavements and the road is dangerous. How would emergency vehicles get through?
- The scheme should include additional parking and traffic management provision. Is there even a travel plan in place?
- Double yellow lines or some other form of parking restriction should be introduced on Marlborough Road.
- The rejection on appeal of further development at Altrincham Preparatory School on Marlborough Road on the grounds of excessive traffic sets a precedent
- Loss of privacy due to the window designs
- The building is ugly and modern
- The building will substantially alter views of the existing historic building
- Disruption from construction traffic and equipment

## **OBSERVATIONS**

### PRINCIPLE

1. NPPF paragraph 72 states, 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; and
  - work with schools promoters to identify and resolve key planning issues before applications are submitted.
2. Some parts of the wider Altrincham Boys Grammar School site are allocated on the Revised Trafford Unitary Development Plan as 'Protected Open Space' and 'Areas of Nature Conservation Value'. However the site of the proposed building is unallocated on the plan.
3. The proposal is for a new school building which effectively forms an extension to an existing school for the purpose of providing additional classrooms, IT facilities, a relocated library and ancillary rooms. As such the proposal is acceptable in principle as it enhances an existing established school use on site. In addition would allow for the consolidation of accommodation on the site through the formation of a new teaching block and the removal of a temporary accommodation.

### DESIGN

4. Policy L7 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;
5. The proposed building would have a maximum height of 12.3 metres which due to the land levels would match the height of the adjacent Coleman Hall. The building is two storey with a pitched roof and extends from the Coleman Hall at the southern end of the yard to the Design and Technology building at the northern end of the yard forming an open air 'quadrangle' between the existing building and the new building. This quadrangle would be surrounded by a covered colonnade to aid circulation around the building.
6. The new building would be set in the midst of the existing school buildings and away from the boundary of the school grounds. The aesthetics of the proposal aims to

complement the existing building by using red brick and red roof tiles. The East elevation, overlooking the sports pitch and fields, allows for an increased amount of daylight, views of the pitches and a façade that is both functional and of an acceptable design. The scale and massing is in keeping with the main school buildings. The use of traditional materials would reflect the main school building adjacent to the development and this is combined with modern glazed units and aluminium solar shading elements.

7. The proposal would also allow for a consolidation of the accommodation on site and would allow for the removal of a number of temporary buildings. The proposed extension is considered to be appropriately designed and would integrate well into the existing school site. In this regard it is considered that it complies with policy L7 of the core strategy.

#### IMPACT ADJACENT DESIGNATED HERITAGE ASSETS

8. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, *“special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area”* in the determination of planning applications.
9. The NPPF states in para 132 that: *‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.’*
10. Para 134 states that *‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.’*
11. Para 135 of the NPPF states that *‘The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.’*
12. Policy R1 states that:-

All new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

13. The application site is situated adjacent to the Hale Station and Bowdon Conservation Area boundaries although the site is not within a Conservation Area. The Conservation Area Appraisals for these areas were adopted in July 2016.

#### The significance of the designated heritage asset

14. Significance is defined in the NPPF as '*The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting*'.

15. Para 1.2.1 of the Hale Station CAMP sets out the special interest of the Hale Station Conservation Area. The significance stems from the fact that the Hale Station Conservation Area is centred on the attractive Italianate station buildings that epitomise the growth of a rural village into a wealthy suburb and thriving retail centre, all within 30 years at the end of the 19th century. It is one of the best surviving examples in the borough.

16. Para 1.2.1 of the Bowdon CAMP sets out the special interest of the Bowdon Conservation Area. The significance of the Bowdon Conservation Area is primarily rooted in its long history. The area is predominantly residential with a number of supporting public amenities and community core, which are indicative of Bowdon's increasing popularity and evolution as a suburb from the 19th century onwards.

17. Altrincham Boys Grammar School was established in 1912. The original school building, while not listed or within a conservation area is considered to be a non-designated heritage asset by virtue of its architectural and communal significance.

#### Proposal and Impact on Significance

18. Para 4.768 of the Hale Station Conservation Area Appraisal states in relation to Character Zone E (Seddon Road and Heath Road) : '*There are no public open spaces within the Character Zone but directly adjacent to the south are the playing fields associated with the nearby Altrincham Grammar School for Boys.*' The proposal does not impact on the playing fields within the school grounds. Indeed the removal of portacabins from the school grounds to the north of the proposed building and therefore closer to the Hale Station boundary is considered to have a beneficial impact on the setting of this Conservation Area.

19. The Mercure Hotel or 'The Bowdon Hotel' as it is referred to historically dates from 1871 and is located to the northwest of the site. It is listed as a positive contributor to the Bowdon Conservation area in the Conservation Area Appraisal despite its inappropriate modern extensions. There is no direct reference to the Grammar School site in the Bowdon CAA.

20. As the Grammar School site and the proposed building are outside both Conservation Area boundaries it is not considered that the proposal would have a direct impact on the significance of these Conservation Areas however the impact on the setting of the Conservation Areas needs to be considered. The proposed building would be 38 metres away from the boundary with the Hale Station Conservation Area with intervening buildings and trees and 73 metres away from the boundary with the Bowdon Conservation Area with an intervening building and trees.
21. In addition as the main school building is considered to be a non-designated heritage asset the impact of the proposal on the significance of this building is also assessed. The extension would have limited physical impact on the original building connecting to the end of the Coleman Hall at the southern extent of the new building. Although views of the original school building itself would be altered, the fabric of the original school building itself would be largely unaffected.

### Consideration of harm

#### Hale Station Conservation Area

22. Views of the building would be possible from the Hale Station Conservation Area but these views would be distant and seen against the backdrop of the existing school buildings. The extension to the school would be situated on a hardsurfaced area 38m away from the Conservation Area boundary and therefore does not impact on any contribution the school playing fields make to the setting of Hale Station Conservation Area. The proposed building may be modern but the materials to be used are in keeping with the existing main school building and it is not considered that the building would result in any harm to the significance of the Hale Station Conservation Area.

#### Bowdon Conservation Area

23. The building would be located to the rear of the existing main school building. The boundary of the Bowdon Conservation Area runs along the pavement adjacent to the Mercure Hotel boundary to the northwest of the school site. The proposed building would be 73 metres away from this boundary at the nearest point and due to the siting, design and land levels would be barely visible from Marlborough Road. The Mercure Hotel building is much altered at the rear and is at a higher level to the Grammar School site. The materials to be used are in keeping with the existing main school building and the building would, if it were to be glimpsed from the Bowdon Conservation Area, be seen in the context of the existing buildings on the school site. It is not therefore considered that the building would result in any harm to the significance of the Bowdon Conservation Area.



## Existing School Building

24. The main school building dates from the early 20<sup>th</sup> century and has some architectural and historic merit and has been a local landmark for the past century. However it has been much altered over the years and is neither listed nor situated within a Conservation Area. Notwithstanding this it is considered to be a non-designated heritage asset. The NPPF states that '*In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*'. In this scheme the original building would not be lost and the only physical impact would be at the point where the new structure would adjoin the Coleman Building. While the proposal would impact on views of the main building from the rear the significance of this elevation is limited and views of it would be retained from within the quadrangle. It is not considered that the proposal would result in harm to the main school building and would support the long term use of the building as a school.
25. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the setting of the Hale Station and Bowdon Conservation Areas. The development would not result in harm to non-designated or designated heritage assets and would preserve the setting of the adjacent conservation areas. As no harm has been identified, there is no requirement to assess this against any public benefits of the proposals.

## IMPACT ON RESIDENTIAL AMENITY

26. Policy L7 states that 'In relation to matters of amenity protection, development must:
- Be compatible with the surrounding area; and
  - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
27. The proposed building would be situated to the rear of the main school building and would be enclosed on the northern side by the existing Design and Technology Building. The proposed building would join up to the Coleman Hall at the southern end projecting out an additional 7 metres beyond the existing extent of the Coleman Hall. The eastern elevation of the building would look out across the sports pitches and playing fields.
28. The proposed building would have a maximum ridge height of 12.3 metres above ground level and from cross sectional drawings submitted views of the building from Marlborough Road would be very limited as it would be largely screened by the existing school building. Views of the building from the residential properties to the north and the south would also be limited by the existing school buildings such as

the Design and Technology block and physics building to the north and 'The Grammar' building to the south. Views from houses on Seddon Road and Heath Road to the northeast would be distant (38m from the nearest residential garden on Seddon Road) and further softened by existing boundary trees and buildings already in existence of the school site.

29. Due to the siting of the proposed building in the midst of the existing buildings at the site and the distances involved it is not considered that there would be a material impact on amenity of occupiers of nearby residential properties in terms of being overbearing, overshadowing or being visually intrusive. While views of the school will be altered there is no right to the retention of a particular view under planning legislation. With regard to privacy distances the windows in the main east elevation of the building would be approximately 180 metres away from the nearest residential properties to the east on Heath Road which is significantly in excess of the 21 metres usually required for 2 storey buildings. The windows would be entirely offset in relation to properties to the northeast on Seddon Road with intervening buildings and trees.
30. Concerns have also been raised regarding noise and disruption during construction works. The impact of construction work is temporary in nature and if construction noise becomes a serious problem, this can be investigated by the Pollution and Licensing Section under the relevant legislation. It is not reasonable to refuse development on the basis of the noise of construction work as this is common to all new development. A Construction Management Plan condition is however recommended to ensure that the construction takes place in a manner that seeks to minimise disruption for local residents.
31. It is noted that objectors have raised concerns about increased traffic and parking demands as a result of the proposal and the impact of this on their amenity. The traffic impacts of the proposal are considered in detail below.

## HIGHWAYS ISSUES

32. Para 32 of the NPPF states 'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
  - safe and suitable access to the site can be achieved for all people; and
  - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

33. Policy L7 of the TBC Core Strategy states that 'In relation to matters of functionality, development must:

- Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;
- Provide sufficient off-street car and cycle parking, manoeuvring and operational space;

34. Objectors have raised a number of concerns in relation to the impact that the additional pupils and staff resulting from the extension to the school will have on surrounding highways. Concerns relate particularly to increased congestion on surrounding streets and the impact this has on the amenity of local residents. They also raise concerns about highway safety as a result of the narrowing of roads and footways due to parent and staff parking and consider that additional parking and traffic management provision should be put in place before any further extension to the school takes place.

35. The transport statement submitted alongside the application includes an assessment of the most recent 5 year period of personal injury accident data available (2010 – 2014). Over that period there were no reported personal injury accidents near the school including on Marlborough Road.

36. The LHA have considered the proposals and are of the view that given that the majority of trips are to be associated with the dropping off and picking up of children and that there are only 8 new members of staff, the current parking provision available at the School is considered appropriate and the proposals to maintain the current level is therefore accepted.

37. The school currently has on-site parking provision in the north and south car parks. The south car park also accommodates a circular route which enables off road pupil drop off and collection to be made. With regards to any potential increases in short stay parking, it is noted that the existing drop-off facility within the School grounds is to remain operational under the new proposals and it is considered that this will help reduce any additional demands for short stay parking in the adjacent roads surrounding the School which may otherwise be generated.

38. The LHA note that the planned increase of 150 pupils at the School will be phased over a 5 year window and that the reported traffic impact of approximately 37 new trips in the School peak drop-off and pick-up periods is the total accumulation (or worst case scenario) of the planned increase in pupils at the School. The conditions described by objectors in relation to traffic conditions outside the school at peak times are common to many schools across the country and these are also existing conditions. The test defined at paragraph 32 of the NPPF is clear insofar as it relates to the impacts of the proposed development. On this basis it is not considered that the increase in trips would result in a change to the existing conditions that could be described as severe.

39. Consequently the LHA recommend through a suitable planning condition, that the School updates their current Travel Plan to account for the new building proposals and to take advantage of the interim period before the School is at its maximum intake; so that during this timeframe sustainability can be further promoted and appropriate targets set within the Travel Plan to induce further measures to counter the forecast additional traffic which may otherwise materialise towards the final intake year.
40. The appeal decision referred to at Altrincham Preparatory School is noted however this decision was made 3 years prior to the implementation of the NPPF and the decision was therefore based upon a different policy regime and for a different site and its relevance is therefore limited in relation to the current proposal.
41. The LHA have also requested that a Car Park Management strategy be submitted as part of the Construction Management Plan condition to provide details of the alternative parking arrangements during certain phases of construction in order to minimise the impacts on local residents.
42. Subject to these conditions the LHA have not raised any objections to the proposals and it is noted that the school is long established on this site and that the improved educational facilities do have benefits to the wider Altrincham Area.

## ECOLOGY

43. The GMEU have considered the ecological impacts of the proposals and consider that the bat survey carried out is satisfactory and both affected buildings have a negligible potential to support roosting bats. They do however recommend an informative requiring a precautionary approach in relation to bats during the construction works. They also recommend that in accordance with Section 11 of the NPPF, opportunities for biodiversity enhancement be incorporated into the new development in the form of 2 bat boxes and a condition is attached accordingly.
44. As the building would be sited on an existing hardsurfaced area within the school site it would not result in the removal of any trees or vegetation. However as there are trees adjacent to the site accesses, a tree protection condition is recommended in order that trees on the wider site are not affected by construction vehicles.

## OTHER MATTERS

45. The Lead Local Flood Authority have been consulted on the application and have raised no objections subject to an appropriate condition to constrain the peak discharge of storm water from this development through a sustainable urban drainage solution therefore compliant with Policy L5.
46. No comments had been received from the GM Police (Design for Security) team at the time of writing. However as they prepared the submitted Crime Impact Statement it is considered acceptable subject to a condition requiring that the recommendations are complied with.

## CONCLUSION

47. Considerable importance and weight has been given to the desirability of preserving the setting of the adjacent designated heritage assets. It is concluded that the proposal would not result in harm to the significance of the designated or non-designated heritage assets and as such the development is considered to represent sustainable development which is supported by the NPPF.
48. The proposal would result in improved education provision at this long established school site and it is considered that subject to appropriate conditions the traffic impacts of the proposal are acceptable. The proposal is therefore considered to be in compliance with the relevant Local Development Plan policies and the NPPF.

## **DEVELOPER CONTRIBUTIONS**

49. 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).
50. No other planning obligations are required.

## **RECOMMENDATION: GRANT subject to the following conditions:-**

1. The development must be begun not later than three years beginning with the date of this permission

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans

AGSB-10A-WS-A020L02 Rev 2  
AGSB-10A-WB-A070E02 Rev 2  
AGSB-10A-WB-A070P03 Rev 2  
AGSB-10A-WB-A070E03 Rev 1

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy.

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of materials to be used externally on the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

4. No development or works of site preparation shall take place until all trees adjacent to the site, accesses for construction traffic or associated compounds have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area and in accordance with Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. This is required prior to the commencement of development to ensure that trees are protected at the outset of the development works

5. Prior to the first occupation of the development hereby approved a full lighting scheme for the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme should comply with the Institute of Lighting Professionals Guidance: Guidance Notes for the Reduction of Obtrusive Light GN01:2011 and the lighting provided in the scheme should be erected and directed so as to avoid nuisance to residential accommodation adjacent to the site. The scheme should include any necessary mitigation measures and set out the proposed hours of operation of the lighting. The approved scheme shall be implemented in full accordance with the approved details. Thereafter the measures outlined in the agreed scheme must be kept operational at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity and in accordance with Policy L7 of the Core Strategy and the National Planning Policy Framework.

6. The rating level (LAeq,T) from any fixed plant and machinery associated with the development, when operating simultaneously, shall not exceed the background noise level (LA90,T) at any time when measured at the nearest noise sensitive premises. Noise measurements and assessments should be compliant with BS 4142:2014 "Rating industrial noise affecting mixed residential and industrial areas".

Reason: In the interests of residential amenity and in accordance with Policy L7 of the Core Strategy and the National Planning Policy Framework.

7. Notwithstanding the plans hereby approved and before any development takes place, a scheme to limit the peak discharge of storm water from the development in accordance with the limits indicated in the Guidance document "Manchester City, Salford City and Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment" March 2010/March 2011 and the accompanying "User Guide" May 2010 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first use of the development hereby approved and shall be retained and maintained thereafter. As built details and record photographs of any SUDs facility shall be forwarded by the developer to the Lead Local Flood Authority for inclusion in the Flood Risk Asset Register.

Reason: To prevent localised flooding in accordance with Policies L5 and L7 of the Trafford Core Strategy and relevant guidance in the National Planning Policy Framework. This is required prior to the commencement of development to ensure that any requirements can be incorporated in the design of the final scheme.

8. Prior to first occupation of the building hereby permitted an updated Travel Plan for the school, which should account for the impacts of the building hereby approved and include measurable targets for reducing car travel, shall be submitted to and approved in writing by the Local Planning Authority. On or before the first occupation of the development hereby permitted the Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

Reason: To reduce car travel to and from the site in the interests of residential amenity and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework

9. Prior to first occupation of the building hereby approved a scheme detailing biodiversity enhancement measures in the form of 2 no. bat boxes to be incorporated into the new development shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall thereafter be

implemented in accordance with the approved details prior to first occupation of the building and retained thereafter.

Reason: In the interests of biodiversity enhancement having regard to Policy R2 of the Trafford Core Strategy and section 11 of the National Planning Policy Framework.

10. The development hereby approved shall be carried out in compliance with the recommendations contained within the Crime Impact Statement Ref. 2012/0601/CIS/01 Version A dated 2<sup>nd</sup> September 2016 by Design For Security and the secured by design standards and specifically in accordance with the physical security specification listed within section 4 of the appendices of that document.

Reason: To ensure a safe and secure environment for users in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
  - ii. a car park management strategy providing details of the alternative parking arrangements for users of the school during all phases of construction
  - iii. loading and unloading of plant and materials
  - iv. storage of plant and materials used in constructing the development
  - v. wheel washing facilities
  - vi. measures to control the emission of dust and dirt during construction
  - vii. details of hours of construction works

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. This is required prior to the commencement of development to ensure that the impact of the work is minimised from the outset of the development works.

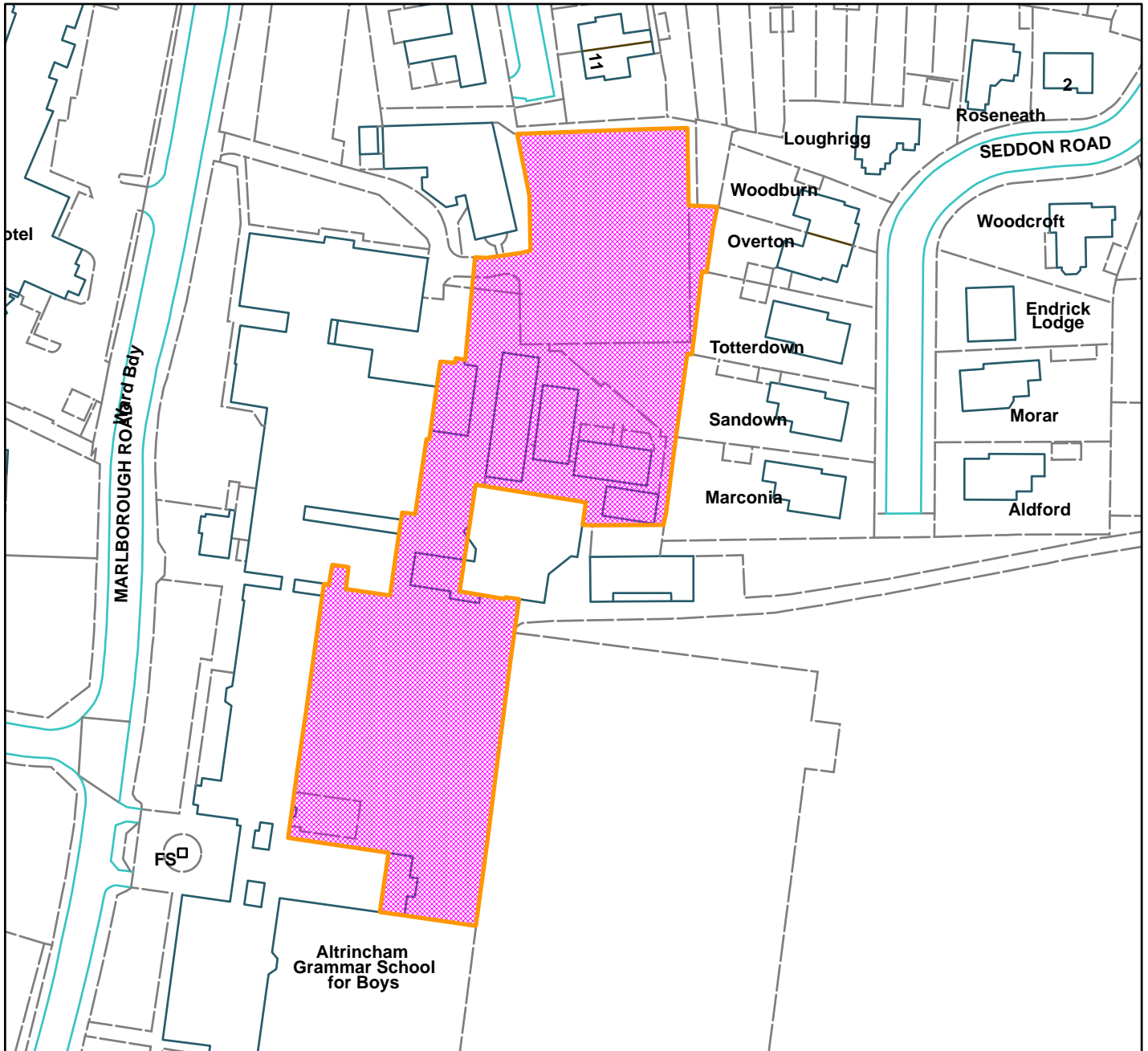
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Altrincham Boys Grammar School, Marlborough Road, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
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Date	10/10/2016
MSA Number	100023172 (2012)