

ERECTION OF 14 NO. TWO BEDROOM AFFORDABLE, SHARED OWNERSHIP APARTMENTS IN FOUR STOREY BUILDING (INCLUDING BASEMENT) WITH ASSOCIATED CAR PARKING AND DETACHED TRIPLE GARAGE. LANDSCAPING THROUGHOUT.

Land adjacent to 3 Grange Road, Bowdon

APPLICANT: Great Places Housing Group

AGENT:

RECOMMENDATION: Grant

This application had previously been before members at the 10th June 2010 planning committee and had received a minded to grant resolution; subject to the completion of a section 106 agreement to secure a contribution under the previous Open Space/Outdoor Sports facilities and Highway and Public Transport developer contributions regime, the contribution totalling £28,604.84. The applicant did not pursue the section 106 following the 2010 committee resolution but they now wish the decision to be issued. The proposal must now be determined against SPD1:Planning Obligations.

SPD1 states that any schemes which propose 100% affordable housing from a Registered Provider (the applicant being Great Places Housing Group) are exempt from Trafford Developer Contributions. This development proposes a 100% affordable housing provision and is therefore not liable for contributions under SPD1. There are no other changes to the proposed scheme since it was last before committee other than the change to the contribution as outlined. The remainder of this report replicates the information on the report previously before committee to re-familiarise members with the details of the proposal. Whilst there have been changes in planning policy since 2010 (NPPF; Core Strategy; Supplementary Planning Documents including SPD1), it is not considered that these changes materially affect the consideration of this scheme. Any changes to the report are to update changes in national and local planning policy.

SITE

The application site is located on the south-west side of Grange Road, Bowdon near to the junction with South Downs Road and Langham Road. The site comprises a former agricultural nursery in a derelict and abandoned condition, the access to the site is from Grange Road with 1-3 Grange Road sharing this access to the rear of their properties. A number of dilapidated partly demolished structures are situated within the site including glasshouses and timber and concrete stores/garages. The site is very overgrown with vegetation and there is a significant change in level within the site, with the northern part of the site highest, with a marked reduction as it extends southwards. Neighbouring residential properties on Ash Grove are at a lower level than the proposed development.

The surrounding area is predominantly residential with dwellings to the north, south and west of the site. The access to the site onto Grange Road falls within Sub-Area E of the Bowdon Conservation Area whilst the rest of the site falls outside the Conservation Area boundary.

PROPOSAL

This application seeks planning approval for the erection of a four storey detached building containing fourteen 2x bedroom apartments. The accommodation would include four apartments within each level at lower ground floor (basement), ground floor, first floor and two apartments at second floor (roof space). This current application proposes an additional four apartments above what was previously approved under H/64296 (ten apartments which has never been implemented). The additional four apartments are to be achieved by incorporating a lower ground floor area (basement) thereby there is no change proposed to the height, scale, mass or footprint of the building as previously approved.

This new application proposes 17 car parking spaces; the previous application included 15 spaces for 10 flats. In addition it is proposed to erect a detached garage building comprising one double and 2 single bay garages which are for the specific use of the residents of 1-3 Grange Road. This garage block had been approved previously under planning Ref:H/64908 which expired in July 2009.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L7 – Design
L8 – Planning Obligations
R1 – Historic Environment

R2 – Natural Environment
R3 – Green Infrastructure

PROPOSALS MAP NOTATION

Bowdon Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas
H4 – Release of Other Land for Development

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/64296 – Erection of 10 no. two and three bedroom affordable, shared-ownership apartments in three storey building with associated parking – Minded to grant subject to S106 24/08/2006

H/64908 – Erection of 4-car garage – Approved 31/07/2006

H/63075 – Erection of 12 no. two and three bedroom affordable, shared ownership apartments in three-storey building with associated parking – Refused 15/03/2006 for the following reasons:-

1. The proposed development would be deficient in on-site parking and would thereby result in significant levels of on-street parking activity on adjoining residential roads resulting in an unacceptable degree of disamenity and inconvenience for occupiers of residential properties on these roads and inconvenience to other road users. The proposed development is therefore contrary to Proposals D1, D2 and D3 of the Adopted and Proposed Adopted Trafford Unitary Development Plans.
2. The proposed building, by reason of its siting, size and site coverage, would constitute overdevelopment of the site which would detract from the visual amenity of the surrounding area. The proposed development is therefore contrary to Proposals D1, D3, ENV21 and ENV23 of the Adopted Trafford Unitary Development Plan and Proposals D1, D3, ENV21 and ENV23 of the Proposed Adopted Trafford Unitary Development Plans.
3. The proposed development, by virtue of its size, siting and design, would result in an adverse impact on the outlook of residents on Ash Grove and as such is contrary to Proposals D1 and D3 of the Adopted and Proposed Adopted Trafford Unitary Development Plan.

The main changes subsequently undertaken following this refusal and approved under H/64296 included

- a reduction from 12 no apartments to 10.no apartments

- Increase in parking provision from 1 space per unit to 1.5 spaces per unit
- Reduction in bulk and massing of building.

H/60929 – Erection of 3 detached dwellings and garage block and alterations to vehicular access following demolition of nursery buildings. – Withdrawn

H/29001 – Erection of a detached dwellinghouse - Withdrawn

APPLICANT'S SUBMISSION

Design and Access Statement

The applicant has submitted a Design and Access Statement as part of their submission, main points:-

The application is a new application to intensify the use of planning application (H/64296). We are seeking to vary the additional 10 unit scheme by including a further four affordable units through the incorporation of an excavated basement level, which ensures that the new scheme retains the same height, mass, footprint and overall physical appearance as the previously approved scheme. There are no known constraints in terms of Access, infrastructure, contamination or flood risk. A main sewer runs along the length of Grange Road.

In summary, this amended application offers

- An identical footprint to that approved in H/64296
- An identical overall height to that approved in H/64296
- An identical mass and general appearance to that approved H/64296
- A building whose physical relationship with surrounding structures remains unaltered from that approved in H/64296
- The delivery of additional affordable units, which responds directly to the compounding shortfall of this type of housing provision

CONSULTATIONS

Local Highway Authority (LHA):- To meet the Council's car parking standards the provision of 2 car parking spaces per flat should be provided, however the provision of 1 space per flat will be acceptable. The application proposes the provision of 19 car parking spaces for 14 flats, however the landscape plan indicates the provision of 17 car-parking spaces and four single garages. The garage block proposed only indicates 3 garages.

Whilst there is no objection to the proposals on highways grounds, applicant requested to clarify proposals as the plans provided are misleading. Parking space 1 requires amending as it is too short; it needs to be 4.8m long with a 6m aisle width to be acceptable. In addition pedestrian access through the car parking spaces is restricted; the applicant should be requested to improve the access.

It is noted that an outdoor cycle store is proposed, the LHA would ask that the provision of 3xno cycle store lockers are required in order to meet the Greater Manchester cycle parking standards and are more appropriate form long term storage of bikes. The applicant must also ensure that adequate drainage facilities or permeable surfacing is used on the area of hardstanding to ensure localised flooding does not result from these proposals.

Built Environment (Highways):- No objection in principle. The access road will not be adopted by the LHA. However works affecting the adopted footway of Grange Road to be agreed with the LHA.

Built Environment (Drainage):- Recommends informatives

Pollution and Licensing: - The application site is situated on brownfield land - Contaminated Land Phase 1 report required to assess the actual/potential contamination risks at the site shall be submitted to, and approved in writing by the Local planning Authority. Subsequent Phase 2 surveys required if necessary.

Housing Strategy:- No objections, comments incorporated in report.

Strategic Planning and Developments:- Comments incorporated in the Observations section below under Principle of Development.

Greater Manchester Ecology Unit:- The application includes a bat survey. This survey has been undertaken by a licensed and experienced bat consultant whose work is known to the Ecology Unit. The survey found no evidence of bats at the time of survey and overall considered the site to have low potential for roosting bats, although the site is likely to be used by foraging bats. The bat report makes a number of recommendations; however, given the findings of the survey it is unreasonable to require the first of these (10.1). We would suggest that the following conditions be attached to any permission, if granted:

- 1) There should be no clearance of vegetation during the main bird breeding season (March to July inclusive).
- 2) The procedure for ivy clearance as outlined in the bat report (10.2 and 10.4) should be followed.
- 3) If the buildings are to be removed between November and March (inclusive), an inspection by a bat consultant must be undertaken prior to the works, with the results submitted to the Council.
- 4) The landscaping scheme should be amended to include locally native species to provide mitigation for the loss of bat foraging habitat.

REPRESENTATIONS

Neighbours:- 13 Letters of objection have been received from local residents, main points raised:-

- Ownership of site not correct, part of site not in applicant's ownership (Council note:- The correct ownership certificate has now been submitted to the Planning department and notice served upon other parties with an interest in the application site).
- Three drawings referred to in applicants design and access statement, four made available by the Council for public consultation (Council note: The planning department requested an additional plan following submission by applicant).
- Location of proposed trees to site boundaries, existing services and potential for them to grow and block light.
- Concern that access to residents properties to rear of 1,2 and 3 Grange Road is not affected by the proposal (parking spaces 16 &17 appear to restrict their access)
- Parking provision of 150% is not correct (spaces 18,19,20 and 21, within the garage block are for use by the owners of 1,2 and 3 Grange Road).
- Considered that a full assessment of protected species on site has not taken place as site access is restricted

- No assessment made of additional European Protected Species such as amphibians, there was a pond on site and old water tanks.
- Proposal will result in overdevelopment of the site, previously had 12 apartments refused. Any intensification of units will increase traffic on surrounding roads and lead to congestion.
- Proposed development will seriously impair natural light and impact on view from houses on Langham Road and Grange Road. Neighbouring properties will also be affected by noise.
- Parking provision is inadequate
- Proposed building would be out of keeping with other houses in the area
- Proposal will result in overlooking and reduction in privacy
- Overshadowing to properties on Ash Grove
- Excavation may undermine neighbouring boundaries and trees
- Proposed apartments would provide poor quality living environment for future occupiers
- Any proposed soakaway must be positioned more than 5m from any building.

Bowdon Conservation Group have also objected to the proposed scheme, main points include:-

- Although part of the site is not within the Bowdon Conservation Area we would suggest that its position means a building on this site should be controlled by the Conservation area Guidelines.
- Design of the building is not sympathetic to the nearby Victorian buildings.
- Footprint/hard standing to plot size is also much greater than normal
- Loss of amenity through overlooking and loss of privacy
- Traffic problems with the site given its proximity to the South Downs Road/Grange Road/Langham Road junction.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application proposes a development incorporating a detached building comprising 14 affordable residential apartments on the site and as such would have previously fallen to be considered against the provisions of the Adopted SPG, 'Controlling the Supply of Land Made Available for New Housing Development'. However, the Proposed Changes to the Regional Spatial Strategy published by the Secretary of State in March 2008 – and now formally published (in September 2008) – must carry significant weight in the determination of planning applications, to the extent that they must take precedence both over the policies of the former published Regional Spatial Strategy (RPG13 - March 2003) and the interpretation and weight that can be given to the housing policies of the Revised Trafford Unitary Development Plan (June 2006) and the Adopted SPG (September 2004). The reasons for this changed position are twofold.

IMPACT ON RESIDENTIAL AMENITY AND STREETSCENE

2. This revised application which seeks an additional four residential units within the basement area will not result in any increase in the overall height or change to footprint or design, scale, siting and massing from the building which was approved under planning Ref:H/64296. The height of the building will be 8.6m in height and will incorporate a double gable frontage with two dormers on front elevation. The design of the building includes a 'cat slide' roof to the rear which results in a low eaves height as the site slopes southwards to the rear boundary.

3. The position of windows throughout the building are as previously approved, with high level roof lights to the rear elevation to bedroom accommodation at ground floor and first floor level. The proposed development has been designed so that the major habitable room windows are concentrated in the north elevation, with a separation distance in excess of 16m to the boundary of the garden area at 3 Grange Road and 24m to the facing gable elevation of 3 Grange Road. No windows are proposed on either flank elevations.
4. The only changes from the approved scheme include an excavated light well to the front of the building to provide light to the living room and bedroom 2 of Apartments 11,12,13 and 14. In addition bedroom 1 of each of these apartments are positioned to the rear of the building and will incorporate flank windows which look out onto a purpose built privacy screen (wall). The windows to these rooms will therefore not result in any overlooking to adjacent sites. Although these windows to the front and rear of the building (basement) will face directly onto blank walls, the previous scheme had accepted high level roof lights to ground and first floor bedrooms which provide no direct view from these rooms.
5. The proposed garage block will be positioned to the north-west corner of the site and is identical to the garage block approved under planning Ref:H/64908 in terms of siting, size and design, and will include a double garage with two attached single garages. The footprint of the garage will measure 10.7m x 5.5m with a pitched roof measuring 4.5m from ground to ridge height and a length of 10.7m.

IMPACT ON CONSERVATION AREA

6. The site access is the only part of the site that falls within the Conservation Area. The site is currently in an untidy state with shabby, derelict buildings. As such it is considered that the proposed development would result in a marginal improvement to the setting of the Conservation Area.

ACCESS AND CARPARKING

7. The proposed scheme will provide 17 car parking spaces for 14 residential units which equates to 1.2 spaces per unit. Although this provision is less than what is normally required for similar residential apartments of the general market (2spaces), the LHA consider that as the scheme is aimed at the affordable housing sector there should be a reduced level of car ownership. It should be noted that the refused scheme (H/63075), which was refused on parking grounds amongst others, proposed only 100% parking provision for the occupiers of the new development. The supporting statement submitted by the applicant advises that the scheme is directed at a sector for which car ownership is less prevalent and advises that circular 6/98 Planning and Affordable Housing states that:

'In particular local planning authorities should be flexible on car parking standards as car ownership rates are generally lower for occupants of affordable Housing than for those of general market housing. This approach may make it easier for the developer to provide Affordable Housing'

8. The LHA have no objections to the parking provision levels on site and have requested that parking space No.1 be extended to 4.8m in length and the aisle width at this point also be extended to 6m, the applicant has submitted a revised site layout plan showing these changes. An outdoor cycle rack is proposed and the LHA have requested that three cycle lockers to be provided, details of which to be submitted by way of an appropriate condition.

ECOLOGY AND BATS

9. The bat survey findings suggest that there is a small chance that bats could be present on site. The survey recommendations and the advice from GMEU is that a further survey be undertaken between November and March if demolition is proposed at that stage.
10. The application had been deferred from the 13th May 2010 planning committee in order for the site to be surveyed for possible presence of badgers. Following a survey undertaken on the 25th May 2013 by Rachel Hacking Ecology it was concluded that a burrow found on site had been occupied by foxes which have no legal protection

DEVELOPER CONTRIBUTIONS

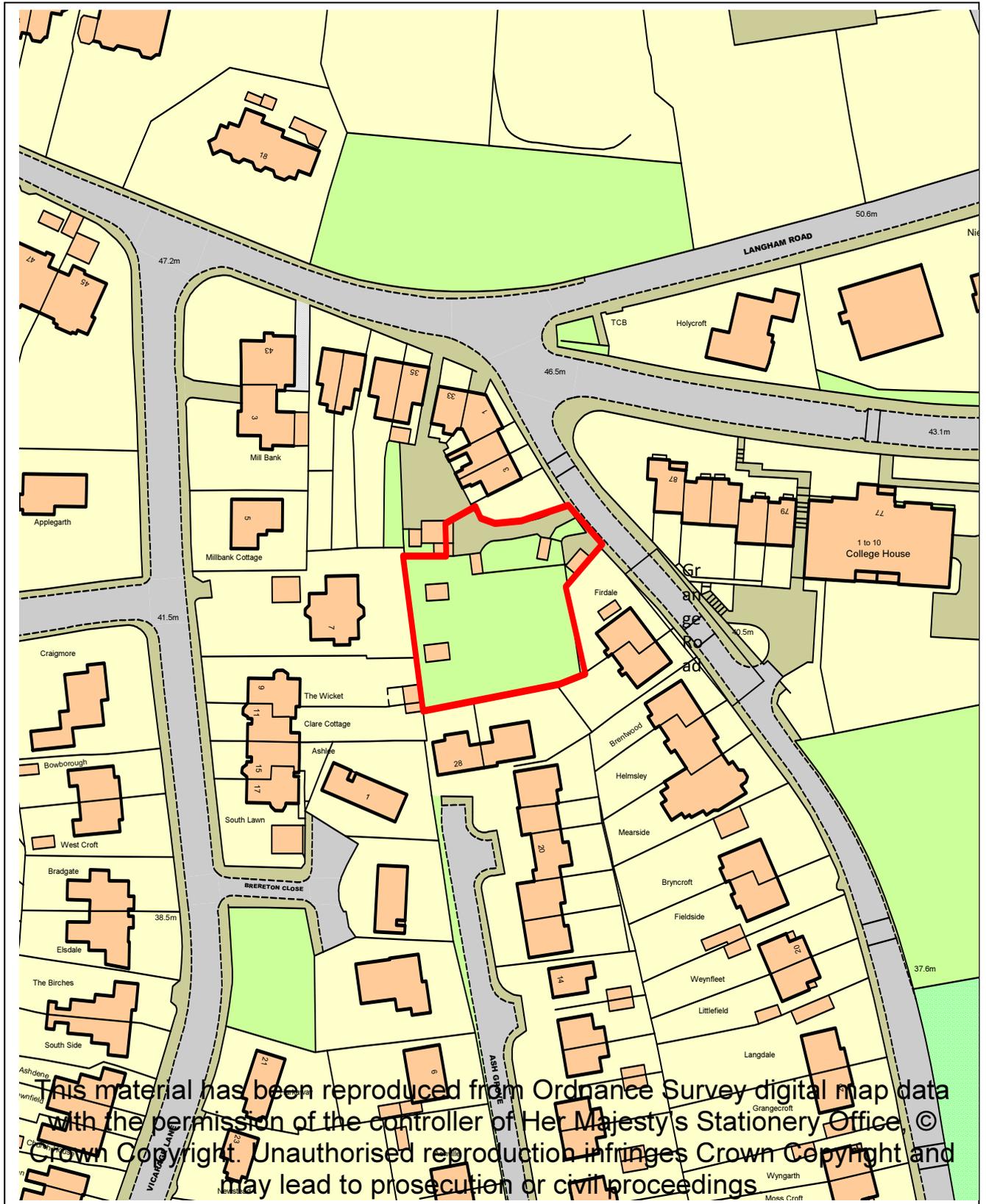
11. In accordance with the provisions of the SPD1:Planning Obligations this development would not be liable for any contributions as it proposes 100% affordable housing. A condition to be attached to ensure the development is restricted to affordable housing provision only

RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard Condition
2. The residential units hereby permitted shall only be used for the purposes of providing affordable (as defined by the Council's adopted SPD1 – Planning Obligations and associated Technical Note 1 – Meeting Housing Needs, or such relevant policy of the Council adopted at the time) or special needs housing accommodation to be occupied by households or individuals in housing need and shall not be offered for sale or rent on the open market. This condition shall not be binding upon any of the following:
 - a) A chargee or mortgagee of the Registered Provider or any receiver appointed by them in the event that the chargee or mortgagee takes possession of the Property following default by the Provider;
 - b) A tenant of a Dwelling who exercises any statutory right to buy or right to acquire such Dwelling or any person deriving title through that tenant or any mortgagee or chargee;
 - c) A lessee of a Dwelling held under a shared ownership lease who acquires 100% of the interest under that lease or any successor mortgagee or chargee of that lessee.
3. Approved Plans
4. Submission of materials
5. Submission of hardstanding materials
6. Landscaping condition
7. Contaminated land standard condition
8. This permission relates to the erection of a detached building comprising 14 affordable residential units with existing vehicular access. Notwithstanding the details on the submitted plans no permission is granted or hereby implied for any new front boundary treatment and/or vehicular gates and gate piers.
9. Retention of garages
10. Obscure glazing to bathroom windows at ground and first floor on rear elevation (south elevation)

11. Provision of Bin stores
12. Provision of 3x cycle lockers.
13. The development hereby approved shall be carried out in accordance with the recommendations of the submitted bat survey undertaken by Angela Graham Bat Consultancy Service dated 30/11/09.
14. Wheel Wash provision for construction traffic

CM



LOCATION PLAN FOR APPLICATION No: - 74612/FULL/2010

Scale 1:1250 for identification purposes only.

Head of Planning

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

Top of this page points North

WARD: Hale Barns

75272/FULL/2010

DEPARTURE: No

ERECTION OF TWO STOREY EXTENSION TO FORM ADDITIONAL OFFICE SPACE WITH ASSOCIATED CAR PARKING AT PART GROUND FLOOR.

Intercontinental Buildings, 15 Shay Lane, Hale, WA15 8NZ

APPLICANT: Mr Richard Simons

AGENT: Paul Ward

RECOMMENDATION: Grant

This application had previously been before members at the 14th October 2010 planning committee and had received a minded to grant resolution; subject to the completion of a section 106 agreement to secure a contribution under the previous Red Rose Forest regime, the contribution totalling £1240.00. The applicant did not pursue the section 106 following the 2010 committee resolution but they now wish the decision to be issued. The proposal must now be determined against SPD1:Planning Obligations.

SPD1 thresholds for non-residential development (this scheme would fall within office development) states that any development that results in the provision of 100sqm or more of gross internal floorspace would be liable for contributions under SPD1. This development falls below the threshold and is therefore not liable for contributions under SPD1. There are no other changes to the proposed scheme since it was last before committee other than the change to the contribution as outlined. The remainder of this report replicates the information on the report previously before committee to re-familiarise members with the details of the proposal. Whilst there have been changes in planning policy since 2010 (NPPF; Core Strategy; Supplementary Planning Documents including SPD1), it is not considered that these changes materially affect the consideration of this scheme. Any changes to the report are to update changes in national and local planning policy.

SITE

The application site is located within a primarily residential area to the north-west of Hale Barns shopping centre on the west side of Shay Lane. The existing building is primarily a single storey building with limited accommodation within the roof space which is used as offices; the building has been extended a number of times and has been in use as an office since 1989. The building had formerly been in use as a police station by the traffic police working on the nearby motorway network. The application site is approximately 0.042ha in size and includes an area of car-parking for six cars to the rear of the building, with the front elevation of the building facing towards Shay Lane.

To the north side of the site is 17 Shay Lane a two storey dwellinghouse with part single storey footprint to rear; the property has a courtyard area immediately facing towards the application site. The elevation facing out onto the courtyard and towards the application site includes 2 large sliding doors to lounge area with roof lights above to vaulted ceiling; this part

of the building is single storey. The single storey part of the building extends around towards the application site boundary with two windows facing eastwards into the courtyard area serving an office and a bedroom. The rear elevation of the main two storey dwelling faces onto the courtyard (westward); at first floor level is a cantilevered bay window and a smaller secondary bedroom window nearest the southern extremity of the elevation with the application site. Two landing windows are also located further along this elevation; a bathroom window is located on the two storey elevation facing towards the application site.

The site shares an access from Shay Lane with Shay Lane Medical Centre, 1st Hale Barns Scout Group hall and the Sunrise Senior Living complex (Oaklands Court) although parking for Sunrise residents is only accessible from the Hale Road entrance. The medical centre is situated to the south side of the application site with an access road between the medical centre and the application site which serves the car parking facilities of the application site and the other uses. The medical centre has parking to the front of its building facing Shay Lane and also along its northern boundary and beyond the rear boundary of the application site. The scout hut is positioned further back into the site with parking to the front of the building.

PROPOSAL

The proposal involves the erection of a two storey extension to the rear elevation to provide additional office space at first floor and car parking beneath. The proposal as originally submitted involved 8 car parking spaces, four rows in tandem. This parking layout arrangement was considered unacceptable in that parking spaces did not meet minimum parking dimensions and would result in impeding the shared access road if increased in size to meet acceptable standards. The applicant subsequently submitted a revised parking layout which involves four spaces at ground floor beneath the new office accommodation and the formation of two new spaces immediately to the front of the building next to the Shay Lane boundary.

The proposed extension will measure 5.2m in height to ridge level with a pitched tiled roof. It was originally proposed to have four dormers on the side elevation facing towards the medical centre but this has been reduced to 2 dormers at the request of officers to improve the appearance of the building. The extension will have a footprint of approximately 16m x7.7m and will be positioned 1.2m from the shared boundary with 17 Shay Lane. The new extension will add approximately 64sqm of internal floor space at first floor level and approximately 31.5sqm at ground floor level. The existing total gross floor internal space (including corridor/w.c areas) is 108.9sqm. The extension comprises two distinct parts; at ground floor is new additional office space, w.c and hallway with stairs to first floor area with undercroft parking for four cars. At first floor level is new office area which is accessed solely from ground floor and not internally from the existing first floor office area.

DEVELOPMENT PLAN

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September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 - Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

H/64466 – Renewal of planning permission H/51658 (Erection of single storey rear extension over existing parking area to form garage for 6 cars). Alteration to conservatory roof. – Approved 14th June 2006.

H/51658 – Erection of a single storey rear extension over existing parking area to form parking area for six cars. – Approved 26/06/2001

H/50779 – Erection of a first floor extension retaining parking on ground floor and erection of ground floor extension following demolition of existing conservatory, to form additional office (class B1) accommodation – Refused 09/02/2001 – Appeal dismissed 20/11/2001.

H/36822 – Erection of a single storey 'conservatory style' extension to form additional office accommodation – Approved 19/05/1993.

H/35314 – Erection of a single storey rear extension. Refused 01/07/1992 – Appeal allowed 23/10/1992

H/34713 – Erection of single storey rear extension – Refused 04/03/1992

H/32422 – Erection of extensions to front and side of existing single storey building to provide additional office space. Provision of accommodation within roof space incorporating new dormer windows to front and side elevations. Provision of parking facilities. – Approved 19/12/1990

H/29148 – Change of use from a police station to offices – Approved 12/04/1989

CONSULTATIONS

Local Highway Authority (LHA) – No objections following revised car parking layout received on the 21st July 2010.

REPRESENTATIONS

Councillor Sharp – has requested that the application be determined by the Planning Development Control Committee for the following reasons:

In essence this proposal uses the current parking area which is reduced from six open parking "slots" to 4 covered slots, although the plans show the capacity for parking is doubled to 8 cars to accommodate 2 on each of the 4 slots. Accordingly, the building extension is now projected to be on 2 of the former parking slots (adjacent to the main building) with an upstairs area covering all of the current 6 parking slots.

It is doubtful that the parking of two cars in tandem will be entirely satisfactory as the rear car will always have to be driven off to allow the 1st car to leave. I would suggest that this may add to additional traffic movement on what is already a difficult subsidiary side road for traffic movement. This narrow road is already very congested with over parking from other organisations and businesses situated nearby apart from the Medical Centre which is always very busy.

Whilst I appreciate that there has been a previous development history (which in the main has been refused) the last application which was granted some 7 years ago has expired and I would maintain that there is now more pressure on this area than before, particularly with the growth of new residential home of Sunrise and the increased membership of the adjacent Synagogue. The traffic flows on to Shay Lane is also an important factor, which has recently become a main traffic route to Wythenshawe Hospital from the surrounding area, and is carrying heavy traffic including a bus service.

Representations on original plans

One letter of objection received from the occupier of 17 Shay Lane, main points raised:-

- Apex of the roof will be nearer to 17 Shay Lane building.
- Will result in overshadowing and being obtrusive and outlook from courtyard and windows.
- Lounge designed to take advantage of the southern aspect.
- Currently suffer from noise pollution from the nearby synagogue and scout hall; it will be more intrusive with eight cars banging doors next to the fence.
- It is suspected that the only motivation for the extension is to enhance the value of the site when sold.
- Proposal will increase amount of floor space more than doubling the size of the existing office and will put more pressure on the general parking in the area from visitors and staff who do not have access to the parking spaces.
- Proposal is a gross overdevelopment of the site.

Two letters of objection have been received from the Shay Lane Medical Centre, one signed by three resident doctors and one by the medical centre's business manager, main points raised:-

- Proposed development is an overdevelopment of the site.
- Parking arrangement (Tandem 8 spaces) will partially block the drive way and car park of Shay lane medical centre.
- Account should be taken of the growth of the synagogue and new sunrise residential home in relation to increase in traffic in the vicinity.
- Tandem parking would result in the loss of three mature trees and some hedges which would affect the local landscape character.
- The construction of the proposed building cannot physically occur without blocking the access road or the medical centre car park.

A petition submitted by the Shay Lane Medical Centre includes 213 signatures objecting to the proposed development on the grounds that it would result in a gross overdevelopment of the site and the existing difficulties with congestion on the access road and car parking for patients using the medical centre would increase to a potentially dangerous level.

Representations on revised plans

A second petition with 312 signatures was submitted by the Medical Centre in response to reconsultation on amended plans. The reasons for objecting are the same as those in the first petition.

An additional letter was received from the owner of 17 Shay Lane objecting to the amended parking layout for the following reasons:

- 2 parking spaces less will lead to on more pressure on parking as the as the size of the building has not been reduced.
- The 2 spaces moved to the front of the building would be hazardous as they mean vehicles would be backing out or coming out blind at the top of the access road where their visibility would be completely obscured by the front wall of no.15 from cars leaving the medical centre car park and there is virtually no pavement at side of 15. Also coming out right at the apex across the road could cause cars coming into the car park from Shay Lane some difficulties.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. As the application site has an established office use, the principle of extending this existing building is considered an appropriate form of development at this site.

IMPACT ON RESIDENTIAL AMENITY

2. The proposed extension has a footprint and height matching the previous approved scheme Planning Ref: H/51658 and renewed under Planning Ref: H/64466. The previous scheme proposed an extension to provide a covered garage area for the six car parking spaces on site. The scheme measured 5.2m in ridge height with an asymmetrical roof design which resulted in the ridge line being positioned further away from the shared boundary with 17 Shay Lane. The current proposal has a symmetrical roof design, with a ridge line which extends along the centre of the new extension, this also measures 5.2m in height to ridge. The extended flank elevation

adjacent to the boundary with 17 Shay Lane will measure 16m, again the same distance as the previous approval.

3. The proposed extension can accommodate first floor accommodation in the form of office space as a result of the provision of two dormers along the southern elevation facing towards the medical centre which provide the adequate head room internally. The dormers match the existing dormer on this particular elevation in terms of size and design and are not considered out of keeping with the area. The resulting building will be a modest sized building in comparison to a number of surrounding buildings. In addition, although the building occupies a large proportion of the site area, the position of the building in the context of the surrounding medical centre car parking does not give the building a perspective of being a cramped form of development. The new extension will add approximately 64sqm of internal floor space at first floor level and approximately 31.5sqm at ground floor level. The existing total gross floor internal space (including corridor/w.c areas) is 108.9sqm.
4. In relation to residential amenity, the nearest residential property is 17 Shay Lane to the north side of the application site. As stated earlier this property has a courtyard layout facing towards the application site with ground floor, floor to ceiling sliding doors providing the only source of light to the lounge area on this elevation. Only a small section of the extension will face directly onto this courtyard with the majority of the extension extending alongside a single storey gable end of the dwelling and beyond the rear elevation of the 17 Shay Lane. The extension is no higher than was previously approved with the apex moved to a central position. However, this is not considered to increase in disamenity to the occupant of 17 Shay Lane as the overall height would not be increased and the roof design is a pitched roof sloping away from the shared boundary. The boundary treatment on 17 Shay Lane's side of the boundary consists of an approximately 2.5m high conifer hedge, above which is visible the roof of the existing building at the application site.
5. It should be noted that the extension proposed under Planning Ref:H/50779 which was refused and also dismissed at appeal proposed a ridge height of 6.3m with an increase eaves height (3.5m), the current proposal has a lower eaves height (2.2m) than the existing building (2.6m). It is considered that the proposed extension is in keeping with the previously approved scheme albeit with an altered roof pitch, however this marginal change to the roof pitch will not result in an increase in ridge height and the proposal is therefore not considered to result in any adverse impact on the amenity of the occupier at 17 Shay Lane.

PARKING AND HIGHWAY SAFETY

6. The Local Highway Authority has indicated that the provision of six car parking spaces is required for the site, including the proposed extension. The initial proposal involved a tandem car parking layout all within the footprint of the new extension which would have provided eight spaces in total. However a number of these spaces fell short of the minimum footprint required for parking spaces and the proposal was therefore unacceptable from a highway safety point of view as it would have resulted in the potential overhang of vehicles on the access road. The parking scheme has now been amended to include four spaces at ground floor and a further two spaces now relocated to the front of the building. All proposed spaces meet the minimum car parking space dimensions (2.4mx4.8m).
7. A number of the objections received include reference to the inadequate parking in the locality with traffic from the nearby synagogue and medical centre and Sunrise

living complex adding to pressure on congestion on Shay Lane and parking within the locality.

8. Officers have visited the site and it was evident at that time that the majority of traffic entering the shared access from Shay Lane during working hours does so in order to access the medical centre. The traffic generated from the medical centre would appear to exceed the car parking provision that the centre can provide. It has been made clear by neighbours that there is a conflict between all the users of the access road, with the applicant putting traffic cones across his parking bays to prevent unauthorised use of the application site parking spaces. Whilst the Council acknowledges that there is obviously a conflict amongst the users of the shared access road, the proposed development is considered to be meet the car parking provision required for a B1 office use that does not generate frequent or intensive car borne journeys and is therefore acceptable on these grounds.

DEVELOPER CONTRIBUTIONS

9. In accordance with the provisions of the SPD1:Planning Obligations this development would not be liable for any contributions as it falls below the threshold of 100sqm of new development (the proposal will result in an increase of 95.5sqm)

RECOMMENDATION: GRANT, subject to the following conditions:-

1. Standard
2. List of Approved Plans
3. Submission of materials
4. Landscaping
5. Provision and Retention of parking

CM



LOCATION PLAN FOR APPLICATION No: - 75272/FULL/2010

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Head of Planning

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

Top of this page points North

RETENTION OF 2X AIR HANDLING UNITS AND 1X KITCHEN FAN ALL WITH ASSOCIATED DUCTWORK. AMENDMENTS TO VERTICAL FLUE WITH SURROUND AND RELOCATION OF ROOFLIGHTS

Bollin Primary School, Apsley Grove, Bowdon, WA14 3AH

APPLICANT: Trafford Council

AGENT: Halliday Meecham

RECOMMENDATION: Grant

SITE

Bollin primary school is located to the south side of Apsley Grove, Bowdon. To the north, south and west of the school site are residential dwellings with a public park to the east side. The main school building is located to the north-east corner of the site with grassed playing areas located to the south and east sides. The school car-park and vehicular access to the site are also located to the north-east corner of the site. The school has recently been extended and remodelled in order to increase student capacity at the school.

PROPOSAL

This application seeks retrospective planning permission for the following works:-

- Installation of 2x air handling units and 1x kitchen fan with associated ducting located to the roof of the school building.
- Amendments to previously approved vertical flue with surround.
- Relocation of previously approved roof lights

DEVELOPMENT PLAN**The Development Plan in Trafford Comprises:**

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

- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 - Design

PROPOSALS MAP NOTATION

Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

74257/LPA/2013 - Remodelling works to existing school to include erection of single storey extension, provision of new all-weather sports pitch with additional on site car parking and associated landscaping throughout. Removal of temporary classroom block, works in association with school becoming a two form entry primary school. – Approved 04/03/2010

H/LPA/71502 - Laying of synthetic sports pitch to replace part of existing playing field – Approved 20/07/2009 (Works not implemented)

H/LPA/69329 – Erection of new double modular classroom – Approved 09/06/2008 (Works complete on site)

H/LPA/64225 – Erection of new steel railings and gates – Approved 16/06/2006 (Works complete on site)

H/58243 – Single storey infill extension to front elevation of primary school – Approved 09/01/1994

H/54523 - Erection of a pre-cast concrete sectional building for storage purposes – Approved 23/08/2002

H/42589 – Erection of a single storey side extension to form two additional classrooms, formation of additional car-parking area & formation of additional vehicular access to Apsley Grove – Approved 11/09/1996

H/33965 – Erection of single storey extension to form nursery room – Deemed consent 22/08/1991

APPLICANT'S SUBMISSION

The applicant has submitted a Noise Study to support the retention of the roof plant. The conclusion of which is that the roof mounted plant would have no acoustic impact on residential development.

CONSULTATIONS

Pollution and Licensing – Written comments to follow

REPRESENTATIONS

Neighbours – Two letters of objection received from local residents, citing the following concerns:-

10 Wychwood

- The ductwork and air handling units were not included in the original plan and had it been it would have been vigorously objected at that stage
- The appearance of the duct work is industrial and not in keeping with the residential area.
- The ductwork has a galvanised metal finish which is both unsightly and causes significant reflection during day time – ductwork should have been incorporated within the building or screened.

The Vale, 28 Apsley Grove

- The twin flues of the chimney are higher and more industrial in nature, these could be screened.

A letter has also been received from Bowdon Conservation group requesting that any works proposed would not impact adversely on trees in the vicinity of the proposed development.

OBSERVATIONS

IMPACT ON STREETSCENE

1. The roof plant has been erected on a flat roof section above the main school building with the plant constructed of galvanised steel. The plant comprises two air handling units and their associated ductwork together with a single kitchen extract fan system and duct work. The plant is predominantly screened from the north side of the site by a secondary level of flat roofing that projects above the main flat roof area. To the south side, sections of the roof plant are visible from the playing field area. The nearest residential boundary to the south side of the site (Wychwood) is approximately 70ms from the section of school building with the roof plant. The highest section of the roof plant is approximately 1.6m above the roof level, with the majority of the ducting (square sections) approximately 0.5m above the roof level. Whilst sections of the roof plant are visible from the southern side, it is not considered

harmful to visual amenity, given the distance to the nearest residential boundary. Such plant is often highly visible on public and private commercial buildings. The roof plant is more visible from within the schools grounds with views limited outside the site.

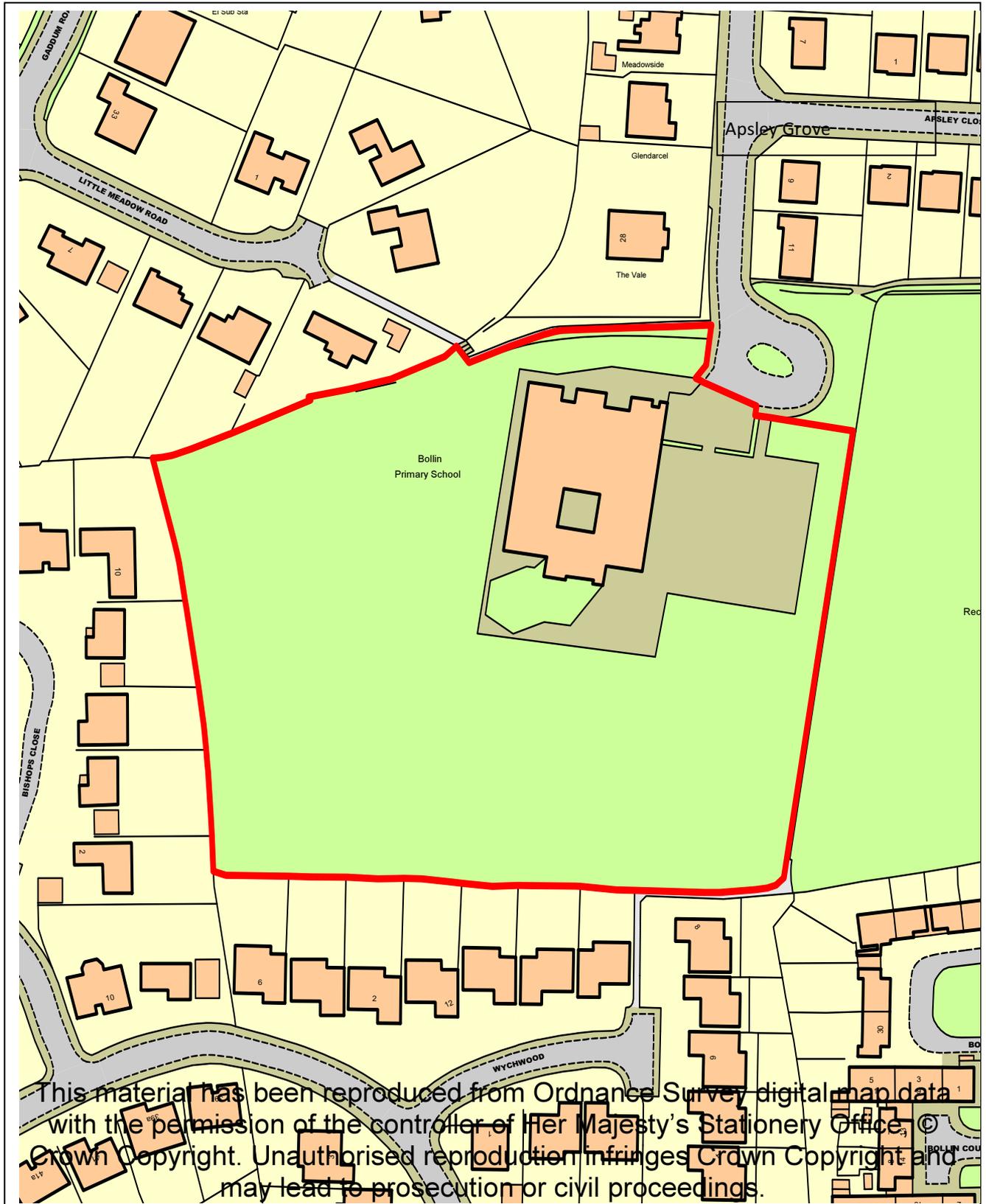
2. To the east side beyond the school car-park is a public park, sections of the roof plant are visible from this vantage point, but are limited due to boundary screening and the positioning of the roof plant away from the edge of the roof. The roof plant is screened from view from the west side due to the new extension on that side which limits views of the roof plant. The roof plant is considered not to result in any adverse impact on visual amenity.
3. The chimney flue is located to the northern boundary on the same elevation as the main front entrance to the school. The previous approved chimney as part of the redevelopment works measured approximately 6.5m from ground level to the top of the double flue section, which measured approximately 0.6m in diameter.. As erected on site the flue measures 8m to the top of the flue from ground level and 1m in diameter (the twin flues spaced further apart). To the base of the flue is a timber screen approximately 3m in height which acts as a security barrier to prevent unauthorised access to the flue.
4. Whilst this flue is clearly visible from the entrance to the site, its marginal increase in height is not considered to result in such an adverse impact on visual amenity to warrant refusal of planning permission, this type of plant is a common feature on the building fabric of such buildings. The galvanised steel is a common material such flues are constructed from which compliments the modern materials used on the school building as part of its redevelopment works.

IMPACT ON RESIDENTIAL AMENITY

5. The noise survey undertaken by the applicant concluded that no remedial noise control treatment was required and that the existing provisions are deemed to be adequate. These findings were also accepted by the Council's Pollution and Licensing section. The survey included taking readings from the nearest housing to the site which included Little Meadow Road to the west side of the site; Apsley Grove to the north-east side of the site and Wychwood to the south side of the site. It was established that the collective roof plant was inaudible at all three receptor locations. Furthermore, no decrease in noise could be discerned at any receptor when the collective roof plant was switched off, or any noise increase when this was switched back on.
6. The proposed works also included the repositioning of a number of roof lights which are located on the flat roof section of the main school building, these roof lights are therefore positioned horizontal on the flat roof and do not offer direct views out. Three roof lights are omitted to allow for the introduction of the roof plant; with three new roof lights located around the roof plant. These amendments to roof lights raise no adverse impact on residential amenity.

RECOMMENDATION: GRANT

CM



LOCATION PLAN FOR APPLICATION No: - 80803/FULL/2013

Scale 1:1250 for identification purposes only.

Head of Planning

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

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**WARD: Davyhulme
East**

80868/RENEWAL/2013

DEPARTURE: No

APPLICATION TO EXTEND THE TIME LIMIT OF PLANNING PERMISSION 74564/FULL/2010 FOR THE ERECTION OF HOTEL BUILDING OF 16 STOREYS IN HEIGHT (WITH AN ADDITIONAL MEZZANINE LEVEL ABOVE GROUND FLOOR) INCORPORATING AN INCREASE OF 18 BEDROOMS (A TOTAL OF 230 BEDROOMS) AND REDUCTION IN THE OVERALL HEIGHT OF THE BUILDING (REDUCED BY 6 METRES) FROM THAT APPROVED UNDER LPA REF: H/69777, TOGETHER WITH GUEST ONLY HEALTH SPA/LEISURE FACILITY, A FUNCTION/CONFERENCE SUITE, MEETING ROOMS, A BAR LOUNGE, CAFE AND RESTAURANT TOGETHER WITH ADMINISTRATION, SERVICING AND STORAGE AREAS AND ASSOCIATED BRIDGE ACCESS LINK, CAR PARKING AND LANDSCAPING WORKS.

Land Bounded by Parkway, Junction 9 M60 and Southern Boundary of Trafford Centre

APPLICANT: Peel Investments (Leisure) Ltd

AGENT: Turley Associates

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application relates to an undeveloped triangular shaped site measuring 1.76 hectares situated to the north of Junction 9 of the M60. The site primarily comprises scrub vegetation with a number of small trees at its north west corner. It is generally flat with a totem sign for the Trafford Centre at its south east corner. The M60 is elevated (approximately 10m above ground level) as it passes the application site providing an aerial view of the site. Landscaping along the side of the motorway provides an element of screening to passing motorists, however during the winter months it is clearly visible.

Immediately adjoining the site to the north is a strip of land which is grassed with a line of mature trees along its north and south boundaries. This safeguarded strip belongs to United Utilities, under which runs the Thirlmere Aqueduct. Beyond this, to the north and west is car parking for the Trafford Centre. To the east, the application site is adjoined by Parkway. Beyond Parkway is Barton Clough Primary School. To the south, on the opposite side of the roundabout are a mix of residential properties, including two storey semi-detached properties and Circle Court a 15 storey apartment block. The motorway divides these into two separate areas, Stretford and Urmston. To the south west on the opposite side of the M60 is Kingsway Primary School and the George Carnall Leisure Centre. To the west is Egerton High School and an area of terraced and semi-detached properties.

PROPOSAL

The application seeks a renewal of planning permission 74564/FULL/2010, which granted planning permission for the erection of hotel building of 16 storeys in height (with an additional mezzanine level above ground floor) incorporating an increase of 18 bedrooms (a total of 230 bedrooms) and reduction in the overall height of the building (reduced by 6 metres) from that approved under LPA ref: H/69777, together with guest only health spa/leisure facility, a function/conference suite, meeting rooms, a bar lounge, cafe and restaurant together with administration, servicing and storage areas and associated bridge access link, car parking and landscaping works.

The proposed development will comprise a triangular shaped two storey base podium, which broadly follows the alignment of the site boundaries. This podium will comprise a reception and lobby for the hotel, a bar and lounge area, function and meeting room facilities, health and fitness facilities for guests of the hotel and administration staff and kitchen areas. It will be clad in a mix of reconstructed stone panels and glazing with brise soleil. Above the main entrance is a projecting glazed canopy. A terrace with seating would extend over part of the podium roof; and part will be laid out as a green roof.

Above the podium, a 14 storey oval shaped tower will rise upwards. The elevations of this element will be full glazed with some coloured glazing. Balconies wrap around the elevations of this tower and a metal frame with an inclined column would extend the full height of the development on its southern elevation. This feature creates a twisted appearance to the building. The top floor penthouse will be recessed with a large terrace area.

Within the site, 73 car parking spaces are proposed to the north of the building (of which 18 are designated for disabled persons) and boundary landscaping extends to all sides. An 'ecology' pond is proposed to the north east and plant/service equipment and a service road is situated to the south. The main entrance to the hotel is on the north elevation of the building. As with the previous application, the vehicular access to the site is from the existing Trafford Centre car park across the United Utilities corridor by means of a bridge over the aqueduct. The application site also includes a strip of land to the north of this corridor which will be planted with mature trees. The development will be designed to meet the requirements of a five star branded hotel operator.

The proposal is unchanged from planning permission 74564/FULL/2010. The main consideration of this application is therefore whether the renewal of this planning permission is acceptable in light of the change in national planning policy, with the adoption of the National Planning Policy Framework and the change in local planning policy, with the adoption of the Trafford Core Strategy and related Supplementary Planning Documents.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the

(LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012. On 25th January 2012 the Council resolved to adopt and bring into force the GM Joint Waste Plan on 1 April 2012. The GM Joint Waste Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

SL4 – Trafford Centre Rectangle

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

W2 – Town Centres and Retail

R2 - Natural Environment

R3 – Green Infrastructure

R5 – Open Space, Sport and Recreation

R6 – Culture and Tourism

PROPOSALS MAP NOTATION

Protected Linear Open Land

Wildlife Corridor

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

RELEVANT PLANNING HISTORY

74564/FULL/2010 - Erection of a hotel building of 16 storeys in height (with an additional mezzanine level above ground floor) incorporating an increase of 18 bedrooms (a total of 230 bedrooms) and reduction in the overall height of the building (reduced by 6 metres) from that approved under LPA ref. H/69777, together with guest only health spa/leisure facility, a function/conference suite, meeting rooms, a bar lounge, café and restaurant together with administration, servicing, and storage and associated bridge access link, car parking and landscaping works – Approved with conditions 17th September 2010.

H/69777 - Erection of a hotel building of 15 storeys in height to provide 211 bedrooms, incorporating a guest only health spa/leisure facility, a function/conference suite, a bar

lounge, cafe and restaurant together with administration, servicing, and storage areas and associated access, car parking and landscaping works. Approved 23 April 2009.

H/45649 – Construction of bridge over the easement and pathway to form emergency pedestrian access to parkway, landscaping of the site. Approved with conditions 13 July 1998.

H/45600 – Display of one externally illuminated freestanding 3 sided sign incorporating non-illuminated individual tenant display panels. Approved with conditions 5 June 1998.

APPLICANT'S SUBMISSION

The applicant submitted a portfolio of documents in support of the original planning application 74564/FULL/2010 which includes a Planning Statement, Ecological Survey and Report, Design and Access Statement, Transport Statement, Flood Risk Assessment, Ground Investigation Report and Market Demand Assessment. A range of CGI visuals have also been provided from various viewpoints. As this application is a renewal and no changes are proposed to the development from the original consent, these documents are still relevant.

CONSULTATIONS

LHA – No objections.

United Utilities – No objections, conditions relating to surface water and drainage are requested.

Environment Agency – No objections.

Greater Manchester Ecology Unit – No objections, conditions regarding ecology, as previously applied under planning permission 74564/FULL/2010 are requested.

Electricity North West – No objections.

Highways Agency – No objections, conditions relating to a travel plan and parking are requested.

REPRESENTATIONS

8 letters of objection have been received from neighbouring residents in Stretford, Urmston and Davyhulme, which raise the following concerns: -

- It is a hideous piece of 'architecture', completely out of character out of place in this setting. The size, appearance and materials of the building are not in keeping with the adjacent residential properties.
- It will cause congestion in what is already a busy area for traffic because of the Trafford Centre.
- When Manchester United are playing at home, Lostock Road, the roundabout and the M60 are gridlocked, this will clash with weddings at the hotel. This would also apply to conferences finishing at the hotel after 4.30pm when the M60 is congested every evening. If anymore buildings are erected in this area the roads need to be adapted first.

- It will result in increased road traffic accidents as the access point is directly off the roundabout.
- Adding more traffic to these roads will only add to the existing pothole problem in this area.
- It is an unsuitable development in this quiet residential area.
- It will affect the quality of life of all surrounding residents with overspill parking, noise late at night, reduced television reception.
- It will lead to an increase in crime e.g. cars parking and left unattended for lengthy periods attracting thieves.
- It is unnecessary as there is already an over provision of hotel accommodation in the area.
- It will not bring local jobs into the area as the Trafford Centre has done that already. It will force people to travel into the area further increasing congestion and pollution.
- It is overdevelopment of the available land. A more appropriate use would be planting trees and shrubs to encourage birds and wildlife. The development is not environmentally friendly.
- The proposed site is protected land as defined by the UDP, by definition it should be protected.
- It will overlook the nearby primary school and private houses.
- It looks like there will be sewage facilities on site, is this similar in scale to Davyhulme sewage works? The area will start to smell like a sewage plant.
- There would be increased likelihood of local flooding as it will generate run off rather than absorbed into the soil.
- Possible turbulence / cross winds on the motorway due to the height of the building.
- The garish lights will be totally out of character for the area.

OBSERVATIONS

PRINCIPLE OF PROPOSAL

1. The site lies within the Trafford Centre Rectangle Strategic Location as defined in Policy SL4 of the Core Strategy. This policy seeks the major mixed-use development of this area including, amongst other things, commercial and leisure development.
2. Specifically, Policy SL4.2 states that the Strategic Location can deliver “...a high quality (4* minimum) hotel and conference facility in the region of 200 bed spaces located close to Junction 9 of the M60.” This element of the policy reflected the earlier permission (74564/FULL/2010) and it is considered that the current proposal is not materially different from the earlier scheme and therefore is consistent with the specific designation in Policy SL4.2.
3. In terms of accessibility, the application site is excellently located for the motorway and local highway network but is relatively remote from local bus services on Barton Dock Road and the Trafford Centre. In terms of walking and cycling whilst the development is located close to a number of residential areas, the M60 and Parkway acts as a physical barrier to the site and there is only one pedestrian route linking the residential area of Urmston to the Trafford Centre. However, the Trafford Centre will be within easy walking distance of the proposed hotel and future hotel guests are likely to walk between these two destinations. The principle of a hotel in this location has already been accepted under previous planning permissions. It is therefore considered that the proposal complies with Core Strategy Policy L4.

4. With regard to resilience to climate change, the applicant states that the building has been specifically designed to minimise carbon dioxide emissions by including a CHP and/or ground source heat, a green roof and building heat recovery system. Modifications have been introduced to the current proposal to achieve an 'Excellent' BREEAM rating and this will be the first hotel in the UK to achieve this rating. Overall, it is considered that the current hotel proposal has shown a clear level of commitment in this respect and complies with Core Strategy Policy L5.
5. The proposal will attract a high quality hotel operator to Trafford providing a boost to the local economy and Trafford's image as a tourism and business destination. The proposal will create over 100 new full time equivalent jobs in a range of skilled and manual posts and construction jobs during the development. The proposal would therefore comply with Core Strategy Policies W1 and R6.
6. It is therefore considered that the proposed development is in accordance the Council's aims for the area as set out in Policy SL4.2 and as such is acceptable in principle.

IMPACT ON WILDLIFE CORRIDOR AND LINEAR OPEN LAND CORRIDOR

7. The site falls within the Wildlife Corridor and Protected Linear Open Land designations in the Revised Trafford UDP. These designations are now covered by Core Strategy Policies R2 Natural Environment, R3 Green Infrastructure and R5 Open Space, Sport and Recreation. Core Strategy Policies R2 and R3 do not prevent new development within Wildlife Corridors / Green Infrastructure but seek to ensure that it protects and enhances natural urban and countryside assets and protects the natural environment through the construction process. Whilst the development would occupy a large proportion of the site, there is a good degree of tree planting and landscaping proposed within the site and to the boundaries. The applicant also proposes a number of habitat measures to enhance the wildlife biodiversity of the site. In particular, the podium will have a green roof; an 'ecology' pond is proposed to the north of the building; and bird/bat boxes will be provided within the site. The Greater Manchester Ecology Unit does not object to the proposals, subject to the submission and agreement of a detailed landscaping scheme and implementation of the habitat creation measures proposed. At the time of the previous application, the development was considered to be acceptable in terms of Proposal Env10 – Wildlife Corridors – of the Revised Trafford UDP and, on the above basis, the proposal is considered to be acceptable in this respect in accordance with Policies R2 and R3 of the Core Strategy.
8. In terms of open space, the applicant maintains that the application site makes only a limited contribution to this designation. It is accepted that the site is inaccessible and isolated by the surrounding highways and motorway. It is also seen primarily in the context of the Trafford Centre and Trafford Park developments to the north and has only a limited visual link with open space to the east or west. At the time of the previous application, the development was considered to be acceptable in terms of Policy OSR6 of the Revised Trafford UDP. Given the landscaping and habitat creation measures outlined above, the proposal is also considered to be acceptable in relation to Core Strategy Policy R5.

DESIGN, LAYOUT AND EXTERNAL APPEARANCE

9. The proposed 16 storey hotel comprises a three storey podium at its base which would house the hotel reception area, meeting and conference rooms, leisure facilities and a bar and restaurant. This base feature would be roughly triangular in shape following the boundaries of the site with curving elements and would measure approximately 13m in height and 93m in width. The main entrance to the hotel is on the north elevation, facing the Trafford Centre car park. This elevation would be clad in a combination of clear and coloured (light and dark green) vertical glazed panels. A projecting glass canopy would extend over the main entrance and brise soleil would wrap around the glazing at first floor level, providing interest to the elevation and an element of protection on sunny days. This element of the building has been designed to face inwards towards the Trafford Centre, with its back facing the surrounding highways. The south and west elevations of the podium would be clad almost entirely in reconstructed stone panels. Three large aluminium louvres are proposed on the west elevation extending across two floors of accommodation with the remainder of the elevation comprising three floors of horizontal strip aluminium framed windows. These horizontal strip windows continue around the south elevation. These elevations would be screened by raised landscaped bunds extending along the north side of the motorway slip road and the west side of Parkway. The north elevation of the podium would therefore form a clear focal point for this part of the building facing the vehicle and pedestrian site entrance from the Trafford Centre car park. A green roof is proposed on the podium and this element will just be visible to passing motorists on the M60 helping to soften the appearance of this part of the building.
10. Above the proposed podium, a fourteen storey oval shaped tower would project upwards. This element would comprise 230 bedrooms with a service core on the west elevation. All hotel bedrooms would face outwards and the elevations would be clad in vertical clear and coloured glazed panels with glazed balconies. This tower element would extend over only part (centre) of the footprint of the podium base and would measure 22m in width and 50m in depth. An inclined steel pole rises from the ground up the full height of the tower across its southern elevation. This pole is linked to the main structure by the projecting balconies on each floor creating a twisted appearance to the building and making it appear to lean towards the roundabout. The top 'penthouse' floor has a smaller footprint than the lower floors as it is recessed at its northern and southern ends.
11. Local residents have again raised concerns that the building design proposed would be out of keeping with the 1930's and 1960's residential properties to the south. However, the proposal is identical in design to the previous approved hotel application and is clearly separated from these residential properties by the M60 and Parkway. Instead the development would primarily be seen in the context of the neo-classical Trafford Centre development to the north west, and the 1960's Circle Court development to the south east. A similar contemporary design approach with curtain glazing was used on the 8 storey Venus office building to the west of the Trafford Centre and it is considered that this design approach has been successful in this context.
12. Due to its position, the development will be seen from all sides. The tower responds to this by providing active frontage around all sides of the building ensuring that there is no 'rear' elevation. Furthermore, the projecting balconies which wrap around the elevations and the leaning column provide a good degree of interest and depth. Vertical curtain glazing panels with elements of colour tie in with the proposed green roof and glazing used in the podium.

13. The proposed vehicular and pedestrian access to the site will be bridged across the United Utilities corridor rising to a maximum height 2.4m above ground level then grading back to current ground levels within the site. This bridged access has been introduced under the previous planning consent 74564/FULL/2010 following lengthy discussions between the applicant and United Utilities to ensure the development does not damage the aqueduct. Water and electricity services to the hotel will run along the underside of this bridge and will be enclosed with fencing. The design and layout of this proposed bridged access is considered to be acceptable and will only be visible from within the Trafford Centre site, from where access to the site is gained. The car parking area will again be situated to the north of the building in two long parallel parking bays. A drop off zone will be provided immediately adjoining the building for coaches and cars.
14. The design, appearance and layout of the development are unchanged from the previous permission and are considered to be acceptable in this respect in accordance with Policy L7 of the Trafford Core Strategy.

VISUAL IMPACT ON SKYLINE

15. The proposed development would extend to 16 storeys in height and would be situated adjacent to the roundabout of Junction 9 of the M60. By virtue of its height, size, and position, the proposal would be visible from a wide area, and would be particularly prominent to passing motorists on the M60 and residential areas to the south, west and east.
16. With the exception of the 15 storey Circle Court development on the opposite side of the roundabout, there are no other developments similar in size and scale in this locality. The surrounding residential areas are characterised by two storey residential properties and similar low-scale civic buildings. Extending along the north side of the M60 corridor, the Chill Factor^e, Trafford Centre, Barton Square and several tall office developments provide a different context which is considerably greater in scale. However, the proposal at 54.8m in height would still be taller than these and the impact of the development would be emphasised by its relatively isolated position at the south east corner of the Trafford Centre complex, adjacent to the overflow car park. It must therefore be considered whether a building of this height and size is appropriate in this context.
17. Guidance published by CABE states that tall buildings in the right place and with the right design can make a positive contribution to the area and the skyline. In particular, they should be of excellent architectural quality and designed in full cognisance of likely impacts on the immediate surroundings.
18. The proposed hotel would be located at junction 9 of the M60 and will rise above the elevated motorway. As identified under the previous application, this building would act as a landmark feature to the Trafford Centre and Trafford Park Industrial Estate for passing motorists on the M60 and Parkway and would exemplify the modernist architectural ideal of a tower in isolation. From these viewpoints the proposal is considered to be acceptable in terms of its design, height and siting. However, it will also be clearly visible from residential areas to the south, west and east. Residents objecting to the planning application raise concerns that the building will be out of character with the area. As with Circle Court, it will dominate the skyline from these surrounding areas and will form a distinctive landmark. However, due to its distance from the nearest residential properties and its position on the opposite side of the M60 and Parkway, it will not appear unduly overbearing. Furthermore, with its contemporary design and use of high quality materials, the development would be considerably more attractive than Circle Court. Skylines are constantly changing and

whilst this development would be undeniably big, it has been carefully composed with attractive architectural detailing. It is therefore considered that the building, due to its design and use of high quality materials would not unduly impact on the character of the surrounding area and is considered to be acceptable in this respect in accordance with Policy L7 of the Trafford Core Strategy and guidance in the NPPF.

IMPACT ON NEARBY RESIDENTIAL PROPERTIES

19. The nearest residential properties are situated to the south, on Audley Avenue (250m away), Lostock Road (250m away) and Kingsway (370m away). The proposed hotel would be visible from windows within properties in these areas facing towards the development and from their garden areas. However, at these distances it would not unduly overshadow properties or result in a significant loss of light. Furthermore, the development would not appear overly intrusive and future guests of the hotel would not have a detailed view of these properties. Only a small number of balconies (on the north west and south east elevations of the hotel) will be accessible to guests, further restricting views for hotel guests to the surrounding area.
20. It is understood that the hotel will be lit at night and illustrative lighting schemes were provided as part of the previous planning application 74564/FULL/2010, and remain unchanged as part of this application. Any lighting scheme must be agreed with Council officers and the Highway Agency to ensure that it would not result in undue glare to local residents and passing motorists and a condition requiring the submission and agreement of a lighting scheme is therefore recommended below. Furthermore, the strength/brightness of any future external lighting scheme will be controllable and can be varied to ensure that glare is not a problem to occupants of residential properties in the surrounding area.
21. The applicant submitted a Television Reception Survey as part of planning application 74564/FULL/2010, of which there has been no material change; which identifies a number of properties to the south east which may potentially experience problems with television reception if the development proceeds. The report also identifies a number of measures which can be introduced to address any such interference. It is considered appropriate to attach a condition requiring the applicant to monitor the situation and carry out remedial action where required to ensure these residents are not unduly affected.
22. The impact of the development on the residential amenity of neighbouring properties is unchanged since the previous planning permission and is considered to be acceptable subject to appropriate conditions. The development therefore complies with Policy L7 of the Trafford Core Strategy in this respect.

IMPACT ON LOCAL SCHOOLS

23. A local primary school and several local residents raised concerns during the previous planning application H/69777 and one resident has commented in regards to this current planning application, that the proposed development, due to its design, height and siting would provide future guests of the hotel with direct views over school playing fields, allowing them to watch children playing. Overlooking to school playgrounds is a sensitive issue; however there are no advisory height restrictions for developments close to school playing fields or similarly children's playgrounds. Notwithstanding this, as the closest school playing fields (Kingsway School) are situated approximately 115m from the proposed hotel, it is not considered that it would result in a significant loss of privacy or would raise safety concerns for nearby schools. The development is unchanged since the previous planning permission and it

is considered that it would comply with Policy L7 of the Trafford Core Strategy in this respect.

ECOLOGICAL IMPACTS

24. The applicant submitted an Ecological Assessment with the previous planning application 74564/FULL/2010, of which there have been no material changes to this since this approval, which concludes that the site has only limited ecological interest and is colonised by common and widespread plant communities. In particular, the site is covered by a mix of native and non-native woodland trees (area measuring 290sq.m) and grassland/scrub vegetation (area measuring 10,300sq.m). A large proportion of these two habitats would be lost as a result of the development, and a number of habitat enhancement measures are proposed to mitigate for this loss. This includes planting a new woodland area, measuring 1,850sq.m on the opposite side of the United Utilities easement (currently hardstanding) and sowing 3,000sq.m of species rich wildflowers and grassland. A pond will also be created to the north of the hotel with marginal planting (measuring 540 sq.m); a sedum roof is proposed on the podium and bird/bat boxes will be installed within the site. The mitigation measures are aimed at attracting specific bird species which have become uncommon in the Greater Manchester area and which are being targeted through national, regional and local initiatives. The Greater Manchester Ecology Unit have confirmed that the proposed development is acceptable subject to conditions requiring the use of native plant species in the landscaping scheme; no tree felling during the bird breeding season; the provision of bird and bat boxes and submission of a management scheme covering the ecological mitigation and enhancement measures proposed. The development is therefore considered to be acceptable in terms of Policy R2 – Natural Environment – of the Trafford Core Strategy and guidance in the NPPF.

CAR PARKING AND ACCESS ARRANGEMENTS

25. The Council's car parking standards as set out in the Core Strategy state that 633 car parking spaces (maximum) should be provided for a development which includes 230 hotel bedrooms and conference/meeting room facilities for up to 500 people. The applicant proposes only 73 car parking spaces within the application site, which is well below this requirement. However, the applicant states that the Trafford Centre overflow car park will be available when needed and the use of this area will be managed in peak times. The requirement for and management of the car parking remains unchanged from planning permission 74564/FULL/2010. The LHA conclude that as the site is accessed from the Trafford Centre and that there are only limited residential properties in close vicinity, the proposal is unlikely to result in harm to residential amenity.
26. The site has poor pedestrian links to the surrounding residential areas and it is relatively remote from bus services at the Trafford Centre and along Barton Dock Road. The applicant has submitted a Travel Plan which includes suitable measures and targets and is thus considered acceptable.
27. The proposal would therefore not have a significantly detrimental impact on the surrounding highway network in this respect and the LHA do not object to the proposal on this basis.
28. The development is unchanged since the previous planning permission and the application is considered acceptable on highways grounds and in accordance with Policy L4 of the Trafford Core Strategy.

DEVELOPER CONTRIBUTIONS

29. The Trafford Developer Contributions (TDC) required by SPD1 Planning Obligations are set out in the table below:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	N/A	N/A	N/A
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£20,755.86	N/A	£20,755.86
Public transport schemes (including bus, tram and rail, schemes)	£44,534.90	N/A	£44,534.90
Specific Green Infrastructure (including tree planting) *	£173,290.00	N/A	£173,290.00
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	N/A	N/A	N/A
Education facilities.	N/A	N/A	N/A
Total contribution required.			£238,580.76

*The Specific Green Infrastructure contribution can be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme.

CONCLUSION

30. The application seeks consent for a 16 storey hotel building on a small undeveloped site adjacent to Junction 9 of the M60. Planning permission for this development was granted in September 2010 and this application seeks to renew this planning permission for a further 3 years.

31. The site lies within the Trafford Centre Rectangle Strategic Location. Policy SL4 of the Trafford Core Strategy seeks development in this area such as a high quality hotel and conference facility close to Junction 9 of the M60, which this proposal complies with. The site currently forms part of the North Trafford Linear Open Land and a Wildlife Corridor. However, its contribution to both designations is limited in its present form and the proposed development is considered to be acceptable subject to the implementation of a range of habitat creation measures and a detailed landscaping/tree planting scheme. The principle of the proposed development is therefore considered to be acceptable.

32. This 16 storey building is situated on a relatively open site and there are no buildings in close proximity. Due to its height, it will dominate views along the M60 and will interrupt the residential skyline. However, this is considered to be an appropriate location for a tall building, providing a gateway feature to Trafford Park. The proposal would not result in a significant loss of privacy or appear unduly overbearing to occupants of nearby residential properties and local schools and concerns regarding television reception can be addressed by condition. Suggested conditions also

require the applicant to implement a car parking management scheme and Travel Plan. It is therefore considered that the proposal is acceptable and complies with the relevant policies of the Trafford Core Strategy. As such the application is recommended for approval subject to the completion of a legal agreement securing a financial contribution towards Highway Network and Public Transport Improvements.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

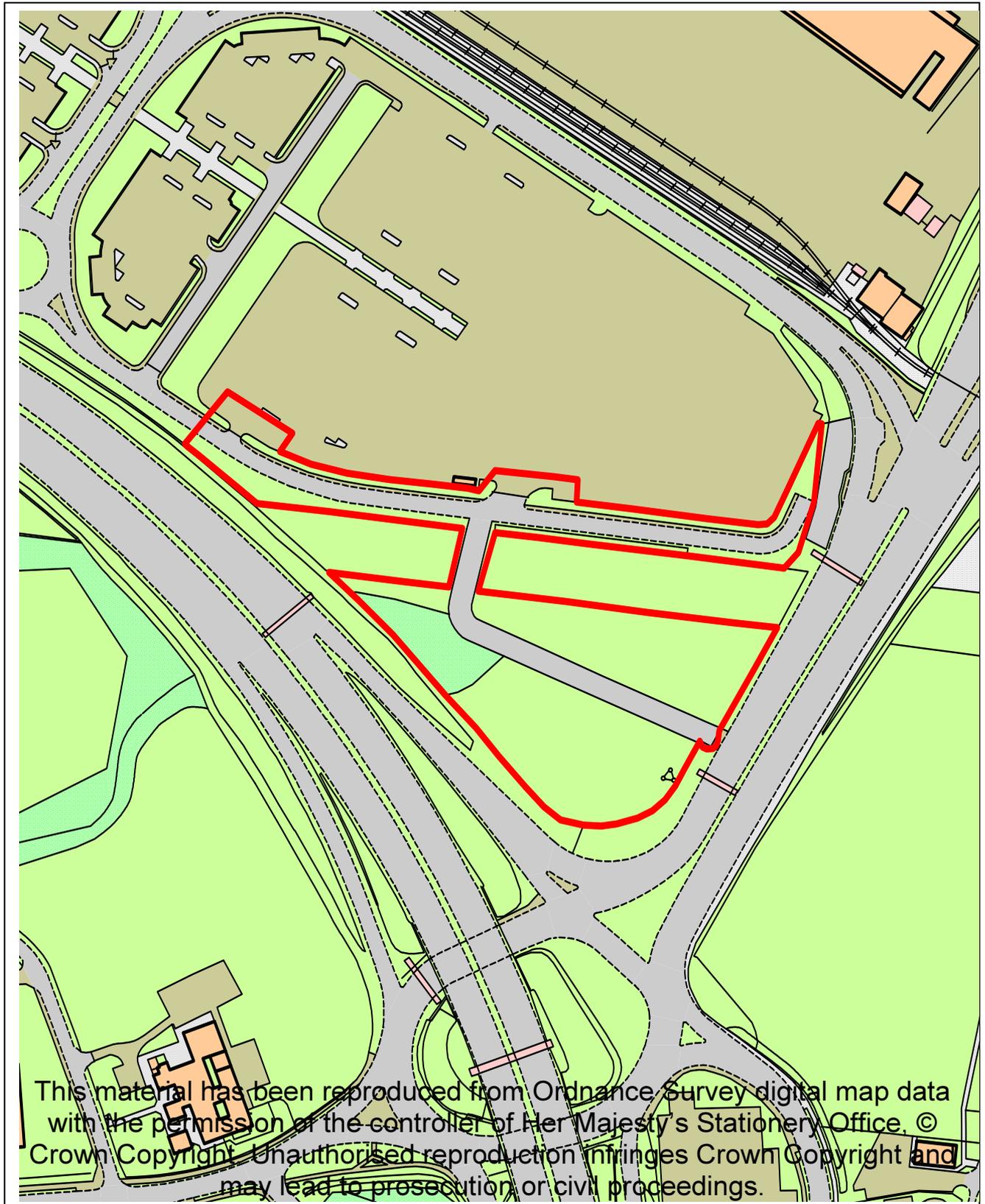
- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £238,580.76 split between: £20,755.86 towards Highway and Active Travel infrastructure; £44,534.90 towards Public Transport Schemes; and £173,290 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme);
- (B) In the circumstances where the S106 Agreement has not been completed within 3 months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning.
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
1. Standard condition;
 2. Materials condition;
 3. Landscaping condition;
 4. Landscape maintenance condition;
 5. Approved Plans condition;
 6. Provision of access facilities condition 2;
 7. Retention of access facilities condition;
 8. Surface water drainage – oil interceptor;
 9. Submission of Lighting Scheme;
 10. The applicant shall with regard to television reception, provide the Local Planning Authority with studies that:
 - a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Independent Television Commission (ITC), or by a body approved by the ITC and shall include either an assessment of when in the construction process an impact on television reception might occur.
 - b) Measure the existing television signal reception within the potential impact area identified in a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the ITC, and shall include an assessment of the survey results obtained.
 - c) Assess the impact of the development on television signal reception within the potential impact area identified in a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in b) above. The measures identified must be carried out either before the building is first occupied or within one

month of the study being submitted to the Local Planning Authority, whichever is the earlier.

Reason: To provide an indication of the area of television reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8 Telecommunications, having regard to Proposal D1 of the Revised Trafford UDP.

11. Implementation of habitat creation measures outlined;
12. Submission of 10 year management strategy for ecological mitigation measures;
13. Travel Plan condition;
14. Implementation of agreed management scheme for overflow car park;
15. Acoustic and Air Quality protection measures for hotel;
16. Crime prevention measures condition;
17. Gas risk assessment condition;
18. Surface water drainage;
19. Outside storage condition;
20. Hackney carriage rank condition;
21. Compliance with submitted Flood Risk Assessment;
22. Bird Breeding season.
23. Wheel wash

VW



LOCATION PLAN FOR APPLICATION No: - 80868/RENEWAL/2013

Scale 1:2500 for identification purposes only.

Head of Planning

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

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PROPOSED INLET WORKS. ERECTION OF BLOWER BUILDING, 14 NO. CONTROL KIOSKS, 2 NO. SUBSTATION BUILDINGS, 5 NO. SKIP BUILDINGS AND GATEHOUSE. PROVISION OF ACCESS TO NEW SITE ENTRANCE AND LANDSCAPING, ALL ASSOCIATED WITH PERMITTED DEVELOPMENT WORKS TO IMPROVE THE EXISTING WASTEWATER TREATMENT PROCESS TO ALLOW COMPLIANCE WITH FINAL EFFLUENT CONSENT REQUIREMENTS.

Davyhulme Wastewater Treatment Works, Rivers Lane, Urmston, M41 7JB

APPLICANT: United Utilities

AGENT: United Utilities

RECOMMENDATION: GRANT

SITE

The application site relates to Davyhulme Wastewater Treatment Works, which is a large facility for the processing of wastewater and sludge from the Greater Manchester area and beyond. It is located on a vast site, covering some 80 hectares with its boundaries defined by the Manchester Ship Canal to the north-west and the M60 motorway/Barton Bridge to the north-east. Barton Road extends southwards from Junction 10 of the M60 and provides access to the Trafford Retail Park which forms the eastern site boundary, whilst rows of residential properties associated with the Broadway and Bent Lanes estates back onto the facility's south-western and south-eastern edges. Access into the site is currently achieved exclusively via Rivers Lane to the east, which in turn extends from Barton Road.

To the site peripheries are belts of tree planting and mature landscaping which have been introduced to obscure views into the treatment works. In particular the boundaries which adjoin the housing estates and the ship canal benefit from particularly dense landscaped screening, up to 100m thick in places.

At present the northern corner of the treatment works, where the ship canal meets the M60, remains free of development and covered with overgrown vegetation. A planning application for the erection of a 20 megawatt biomass fuelled renewable energy plant was recently allowed on appeal on this parcel of land, although this decision is currently the subject of a legal challenge.

The land ownership of United Utilities in Davyhulme is not limited to that used as a Wastewater Treatment Works. Landholdings extending westwards along the southern bank of the ship canal, including a portion of the Davyhulme Millennium Nature Reserve, also fall under the applicant's stewardship and comprises of woodland, wetlands and open areas.

PROPOSAL

As a sewage undertaker, United Utilities (UU) is obliged to provide the appropriate facilities for the treatment of wastewater to the required standard by the Water Resources Act 1991 and the Urban Wastewater Treatment Regulations 1994.

UU are seeking to undertake a major programme of works to provide new assets within DWwTW, together with refurbishing and upgrading existing assets also. These works are proposed for two principal reasons. Firstly, in order to meet tighter limits on the final effluent consent for ammonia (NH₃), which are imposed by the Water Framework Directive (WFD) and the EU Freshwater Fish Directive (FFD); and secondly to meet the demands of an increasing population within the local area (for example in areas such as Trafford Quays to the north). A scheme of works, designed to achieve the first objective, was recently approved under application 79026/FULL/2012, however this has since been considered unviable by UU as it would not, by itself, accommodate the forecast population increase in the catchment.

This application seeks to construct a new treatment stream/inlet works, which would in future replace one of the two existing treatment streams. Inefficient process plant which is nearing the end of its useful life will also be replaced.

A significant proportion of the new/replacement plant and machinery required benefits from permitted development rights under Part 16 Class A (a & e), and Part 4, Class A, of the Town and Country Planning (General Permitted Development) Order 1995. However a series of buildings and associated structures would require consent, including:

- Erection of a new 'blower building', 7.3m in height, 441sqm in footprint;
- 14no. Control kiosks, up to 5m in height and 105sqm in footprint;
- 5no. 'Skip' buildings, up to 7m in height, and 216sqm in footprint;
- 2no. sub-stations, 5.7m in height and 105sqm;
- Gravity Belt Thickner building – 6m in height and 480sqm in footprint;
- A new gatehouse;
- Access road within the site;

The proposed programme of works are set to take place in three distinct areas of the Treatment Works. The main inlet works are set to be installed either side of the existing storm tanks, at the southern end of the site. Until the mid-1990's Digestion Plant 1 used to occupy part of this area, above ground and adjacent to the site boundary with Amersham Close, but the land is now generally free of development and accommodates several trees introduced to provide screening. A small proportion of this landscaping will be removed to make way for the proposed inlet works, including space required for their construction. This southern-most aspect of the development is set to be cut into the landscape.

The smallest development area is located to the western corner of the site, approximately 50m from the Ship Canal, and concerns proposed improvements to the existing sludge treatment area.

The third and largest of the three development sites occupies the northern corner, adjacent to the location of the proposed biomass plant. The application proposes to install the primary and secondary treatment areas here, covering a development footprint of approximately 450m x 320m. This area was formerly occupied by sludge-drying beds, although they ceased operations in the mid-1960's and the area has since been cleared and turned to scrubland.

The submitted plans indicate that a new access into the northern corner of the site would be created as part of these works, with vehicles entering from Trafford Park and under the M60. The intention is for this to become the primary means of access into the site, thus mitigating any existing impact with respect to disruption to traffic movements and residential amenity currently experienced around the Rivers Lane entrance. However the implementation of this new access point is dependent on another application (ref: 80829/FULL/2013 submitted by Peel Investments Ltd) successfully achieving planning permission for the construction of a new vehicular access road to DWwTW and Barton Renewable Energy Plant from the Western Gateway Infrastructure Scheme.

In addition to the new and replacement infrastructure proposed within DWwTW, a comprehensive programme of landscaping works has also been set out. This will principally involve tree clearance along the south-western periphery of the site, to be replaced by new tree planting set upon landscaped mounds created from spoil associated with the proposed development works. The submitted landscaping plans show that a belt of trees would be retained along the length of this boundary so as to maintain a constant level of screening for facing residents. Further tree removal is proposed towards the centre of the site and towards the southern end to make way for the proposed treatment area and inlet works respectively.

AMENDMENTS

The amount of tree clearance proposed as part of this programme of works has been significantly reduced, in part, to ensure that deeper tree belts are retained along the boundaries to residential properties during the construction phase.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICES

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

R2 – Natural Environment

R3 – Green Infrastructure

PROPOSALS MAP NOTATION

The tree belt that separates the Treatment Works from the Bent Lanes Estate is designated as an area of Protected Linear Open Land and a Wildlife Corridor. Meanwhile the adjacent Davyhulme Millennium Nature Reserve has been designated as an Area of Conservation Value, Tree and Hedgerow Protection and Special Landscape Features.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

DWwTW

79026/FULL/2012 – Construction of a new Process Treatment Facility (to achieve reduced final effluent Ammonia consent) – Approved with Conditions, 3rd January 2013

H/70123 – Construction of advanced sludge treatment facility to include combined heat and power plant, gas holders, silos and other associated buildings, plant and hard and soft landscaping works – Approved with Conditions, 16th January 2009

Prior to the above, a significant number of applications for planning permission have been submitted throughout the history of the site, relating to various structures in connection with the site operations. Such applications have included proposals for buildings and structures associated with ammonia removal, sludge screening, control kiosks, dispersion stacks and telecommunications equipment.

Land to south of JJB Soccerdome, Trafford Way

80829/FULL/2013 – Construction of new vehicular access road to DWwTW and Barton Renewable Energy Plant from the western Gateway Infrastructure Scheme – Current application

Land to the South of Manchester Ship Canal and West of Barton Bridge, Davyhulme

76153/FULL/2012 - Erection of a 20 megawatt biomass fuelled renewable energy plant with associated access, car parking, internal roads, canal side mooring and landscaping – Refused, 5th December 2011 – Allowed on appeal, 15th May 2013

APPLICANT'S SUBMISSION

The applicant has produced a suite of documents in support of this application, including an Air Quality Assessment; Odour Impact Assessment; Habitat Mitigation Plan; Tree Survey Report; Ecology Survey Report; Flood Risk Assessment; Gas Monitoring Data and Risk Assessment; Ground Investigation Survey; and a Planning/Design and Access Statement. The findings from these various reports and surveys are summarised and discussed, where relevant, in the 'assessment' section of this report.

CONSULTATIONS

LHA – No objections subject to pedestrian footpaths being installed as part of the proposed new highways within the site.

Pollution & Licensing

Air Quality – No objections

Odour – Under future plant operations there will be an increased odour impact at several receptor locations. This is not acceptable in accordance with the recommended odour criteria. However it is noted that the odour assessment provided is based upon a conceptual design and layout of the process that could be subject to change as final design of equipment is completed. The assessment acknowledges this and confirms that a revised assessment will be required when the final design is approved. This re-assessment will be expected to demonstrate that the proposed odour impact objective will be achieved.

Noise – No objections

Contaminated Land – No objections, subject to condition

GMEU – The proposals will involve the loss of habitats of high biodiversity value, some of which was mitigation for previous development works. Additionally, given the high level of development surrounding the application site, there is a significant combined effect from the overall loss of habitats in this area. The compensation measures provided by the applicant are generally acceptable, however the Council will need to be satisfied that the works are ecologically sound, will be implemented in full, and will be managed in the long term and protected from future developments.

Environment Agency – No objections

Natural England has provided a licence for badger setts to be deconstructed to facilitate the development, providing that artificial badger setts are constructed in accordance with the method statement.

REPRESENTATIONS

Six letters of objection have been received from surrounding residents. Their concerns can be summarised as follows:

- The proposed development will exacerbate the existing high levels of odour disturbance currently experienced by residents.
- The development will harm air quality.
- Removing boundary trees will give a view of buildings from resident's windows.

A further letter has been received from the Cheshire Wildlife Trust which states that it strongly supports the Ecology Report's recommendation for a commuted sum to manage the proposed mitigation works, and would suggest that management of these works covers a 10-year, rather than a 3-year, period.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. This application seeks consent to undertake a major programme of works in order to meet tighter limits on the final effluent consent for ammonia (NH₃), which are imposed by the

Water Framework Directive (WFD) and the EU Freshwater Fish Directive (FFD). The applicant has also recognised that the size of the local population and number of new businesses is forecasted to increase, quite significantly, over the next 15 years and that therefore the relevant infrastructure and capacity needs to be in place to deal with the wastewater that is produced from these additional developments. Both of these requirements are accepted and the proposals are subsequently considered to amount to important infrastructure improvements that will be of benefit to the Trafford community, and population of Greater Manchester also.

2. The tree belt that separates the Treatment Works from the Bent Lanes Estate is designated as an area of Protected Linear Open Land and a Wildlife Corridor. Meanwhile the adjacent Davyhulme Millennium Nature Reserve has been designated as an Area of Conservation Value, Tree and Hedgerow Protection and Special Landscape Features. The proposed development would have a short term impact on the quality of the Protected Open Linear Open Land but, in the long term, would result in potential improvements to this area and replacement habitat would be provided to mitigate the impacts on the Wildlife Corridor. Therefore there are no objections to the principle of the development, subject to it adequately addressing the issues discussed in the following sections of this report.

ASSESSMENT

Amenity Considerations (Odour, Air Quality, Noise and Residential Amenity)

3. A number of objections have been received in response to the application, which express concerns about the existing and potential levels of odour disturbance generated by DWwTW. The Odour Impact Assessment recognises that, under average conditions, the existing plant operation and sludge treatment works do not comply with the company standards or those set by the relevant regulatory body. The resulting objective of the proposed works is to ensure that the resulting off-site odour impact does not increase from the current baseline condition, and where practicable, it is reduced. Future odour scenarios have been modelled at a number of receptors outside the site perimeter. The key findings of this assessment were that at a significant number of sensitive receptors (residential properties and businesses) there was a reduction in the total odour impact. However, under future plant operations there will be an increased impact at a number of receptor locations to the north-east of the site. Whilst this impact is not acceptable, it is recognised that the offending aspect of the development (the Primary and Final Settlement treatment areas) are located the furthest away from the nearest residential properties. Furthermore, the assessment is based upon a conceptual design layout which is subject to change as the final design of equipment is completed. Therefore it is recommended that a condition be added to any approval which requires the applicant to demonstrate that the overall impact of odour from the DWwTW shall not increase at sensitive receptors following completion of this development. This would necessitate a further Odour Impact Assessment to be undertaken once the equipment/plant designs have been finalised. Subject to compliance with this condition, the Council's Pollution and Licensing Section has raised no objections to the development on the grounds of odour disturbance.
4. In relation to matters of Air Quality, further information has been requested from the applicant and as such an assessment of the surveys provided will be included within the Additional Information Report.
5. With respect to noise, both the submitted Noise Impact Assessment, and the Council's Pollution and Licensing Section has concluded that noise associated with the operation of the new development will not be likely to cause a disturbance at nearby residential

properties. Further measures to attenuate noise from the development are therefore not required. Notwithstanding this conditions related to further noise assessments (upon completion of the works) and the setting of a maximum noise threshold, have been recommended.

6. As has been reported, the site is bound to the south-east and south-west by residential properties whose rear gardens back onto the Treatment Works; therefore consideration needs to be given to any impact on the outlook from rear windows to these properties, and their private amenity areas also. Many of the closest properties to the south-west of DWwTW benefit from a grassed 'no-man's land' between their rear boundaries and the perimeter boundary to the application site. Furthermore a dense tree belt, 40m-100m thick runs inside the confines of this site, providing effective screening of the sludge treatment facility and other plant beyond. United Utilities have indicated that whilst this visual buffer is generally very successful, gaps are starting to appear as a result of older trees maturing and declining. Therefore UU feel that an opportunity exists as part of the current programme of works to create and secure a robust, long-term visual separation between neighbours and the Treatment Works through new landscaping works. This would be achieved by clearing an inner belt of established trees and replacing them with new tree planting, set upon a landscaped mound so as to increase their screening potential. Amended plans have been submitted which indicate that a minimum tree belt depth of 20m would be retained along the south-western boundary of the site, and it is considered that this will be sufficient to continue screening the site from outside view during the construction/tree-felling phase of the works. As such the development will not be visible from the upper windows or gardens to residential properties backing onto the south-western boundary of the application site.
7. To the south-east the application site does not benefit from the same degree of boundary landscaping. Instead a thinner tree belt with a number of interruptions separates Bexley Close and Amersham Close from the UU storm tanks which sit 90m-160m away. However a mature hedgerow within the application site follows the length of this boundary and provides a significant level of screening in its own right, aided to a degree by the fact that the nearest rows of residential properties are set at a slightly lower level than DWwTW. At their closest point the proposed inlet works will be sited 35m away from residential rear gardens, however the landscape is set to be cut out, allowing them to be sunk 4m-5.5m below the existing ground-level. Thus the developments should not be visible from the existing houses on the opposite side of the hedgerow. In any event, it is worth noting that the majority of these works do not require planning permission. The submitted landscaping plan does indicate that some trees in this area would be felled, however it is accepted that these relate to where the existing tree belt is at its thickest; that their removal is required to construct and install the new inlet works; and that a belt depth of 15m would still be retained. Therefore there are no concerns from a residential amenity perspective in relation to this particular aspect of the development.

Visual Amenity

8. Those buildings that require planning permission will extend up to a maximum height of 7m. From the M60 - Barton Bridge, open views of the developments proposed to the northern portion of the site will be possible. However those works that do require planning permission are distributed around a series of large settlement tanks, some in excess of 40m in diameter, which are due to be installed as permitted development under Part 16 of the GPDO and that represent the more prominent additions to the landscape. It is therefore considered that the proposals which require permission will be seen from a non-sensitive location (the motorway) and viewed amongst a cluster of other works, and in the context of a large Wastewater treatment facility.

9. The buildings proposed over to the western corner will sit within the existing envelope created by the sludge treatment works, and should not be visible from the surrounding highway network. Similarly the proposed inlet works, in part due to their sunken construction, will be screened from view. A public footpath follows the length of the south-eastern boundary; however the previously referenced mature hedgerow would prevent this aspect of the scheme from being seen.

Landscaping and Ecology

10. A comprehensive programme of tree felling and replacement planting has been proposed in parallel to the wastewater infrastructure improvements within the main development site. UU's statement reports that over the years there has been a gradual transition and improvement of the landscape fabric associated with DWwTW; however the current project allows a more strategic approach to be adopted to meet neighbour, sustainability, and environmental, expectations for the site. As a result, a large area of trees is set to be removed; a proportion of which is necessary to make-way for the new inlet works to the south of the site, and the primary and final settlement areas towards the northern end. It is recognised that the inlet works reasonably require siting in close proximity to the existing storm tanks as the greater the separation between the two, the deeper the inlet works would need to be to ensure that flows reach it without affecting levels in the nearby incoming sewer. The settlement tanks to the north have been sited on an area that had previously accommodated development until the 1960's, and which is located furthest away from residential properties. The remaining area of tree clearance relates to the dense tree belt along the south-western boundary. Here significant removal will take place to allow for landscaped mounds to be formed, upon which a more strategic arrangement of new tree-planting can be set. United Utilities have indicated that this new area of woodland will provide an improved visual buffer for neighbours by reason of its increased height (when mature) and introduction of a greater proportion of evergreen native species that will provide screening all year round. Introducing native species will also encourage the development of habitats for native fauna. The proposed mounds are set to comprise of surplus material from the site construction works. Having regard to their company waste management plan, UU have stated that creating these mounds will allow 60,000 cubic metres of spoil (60% of the overall total) to be deposited within the application site. Replacement tree planting would be provided on the proposed mounds, whilst a further 94 trees would be introduced outside of the confines of the Treatment Works, but within UU land holdings along the Ship Canal.
11. The applicant has submitted amended landscaping plans which have reduced the extent of the proposed tree clearance. Nevertheless, a substantial area of woodland is set to be removed, something that will clearly alter the character of the landscape for a temporary period until the replacement planting matures and becomes established. However this detrimental impact should be confined to views within the site due to the tree belts that are set to be retained around its periphery, and therefore the surrounding streetscene and residences will remain unaffected. Whilst the loss of a significant number of existing trees is regrettable, the long-term benefits associated with the proposed programme of woodland planting that have been cited by the applicant are acknowledged and accepted. Furthermore the introduction of trees (and other landscaping discussed below) outside of the treatment works will enhance the enjoyment of the local woodland and green spaces for local residents and members of the public generally.
12. DWwTW currently comprises of many hectares of undeveloped land and woodland that supports semi-natural habitats. In addition to their function as providing a soft visual screen, the trees within the site also provide wildlife conservation and habitat creation. The areas of grassland, open water and swamp vegetation provide a mosaic of habitats that connect in with the wider landscape, including the Davyhulme Millennium Nature

Reserve (DMNR) and adjacent site of Biological importance. The value of these areas is heightened by the surrounding landscape which is generally highly urbanised.

13. The proposed tree-felling works will involve the loss of habitats of high biodiversity value, some of which were actually introduced as mitigation for previous UU development schemes. Therefore significant mitigation works, in the form of habitat creation, translocation of notable plant species, management of invasive species, and enhancement of less species rich areas that will not be lost to development, have been recommended by Greater Manchester Ecology Unit.
14. United Utilities have indicated that their woodland management proposals (for the areas of existing and proposed woodland around the site perimeters) will secure a diverse habitat and habitat connectivity. This is to be supported by a series of works within their other land holdings along the length of the Manchester Ship Canal (stretching down to Urmston WwTW), including within the Davyhulme Millennium Nature Reserve (DMNR). The proposed off-site improvements include the planting of 2,845sqm of hedgerow and 2,742sqm of shrub planting, along with meadow conservation and grassland management. Within the DMNR suggested works include pond formation, removing unwanted vegetation from wetlands, woodland management, and the removal of invasive species. A 10 year commitment has been made to implement and manage the works set out for the DMNR, whilst other off-site works would be managed over a period of 5 years.
15. The Greater Manchester Ecology Unit (GMEU) has assessed the developments and find the proposed mitigation measures to be generally acceptable. They have stressed the importance that the works are implemented in full, are managed in the long-term, and are subsequently protected from future developments. A recommendation to secure these works through the imposition of a s106 agreement has been made by GMEU, however given that all of the replacement tree planting and mitigation works fall on land within UU's ownership, it is considered that they can be adequately secured by conditions linked to comprehensive management plans and landscaping schemes.
16. Overall it is considered that, on balance, the large extent of woodland and subsequent habitat loss from within the site can be justified and mitigated by the holistic approach adopted for on-site tree replacement; the public and ecological benefits that will be brought about by enhancing off-site habitats over a sustained period; and the lack of amenity impacts outside of the site confines. For these reasons there are no objections to this aspect of the scheme.

HIGHWAY SAFETY AND PARKING PROVISION

17. The Design and Access Statement submitted with the application confirms that the development should not result in the need for additional operational employees, and as such there should be no increase in the number of cars or vans accessing the site.
18. The proposed site plan shows a new site entrance at the northern corner of the site, accessed under the M60 via Trafford Way. Whilst the formation of this is dependent on the approval of a separate application, currently under consideration by the Council (ref: 80829/FULL/2013), the LHA have confirmed that they are supportive of the principle of a new entrance in this location as it would reduce HGV traffic around the existing Rivers Lane entrance. With respect to the layout of the road within the site, there are no objections to this subject to it including a pedestrian footpath. Therefore there are no concerns with the developments on highways grounds.

DEVELOPER CONTRIBUTIONS

19. The application relates to improvement works to a Wastewater Treatment Facility, which is recognised to be an infrastructure project. SPD1: Planning Obligations sets out at Para 2.4.1 circumstances where exemptions to the Trafford Developer Contributions (TDC) may apply. It is considered that as this application relates to public infrastructure it is exempt from the TDC and therefore no contributions are required.

CONCLUSION

20. The proposals would provide important infrastructure improvements that will be of benefit to the community and, subject to conditions, the development is considered to be acceptable in terms of impact on residential amenity, open space, ecology, visual amenity and highway safety. It is therefore recommended that planning permission should be granted, subject to conditions.

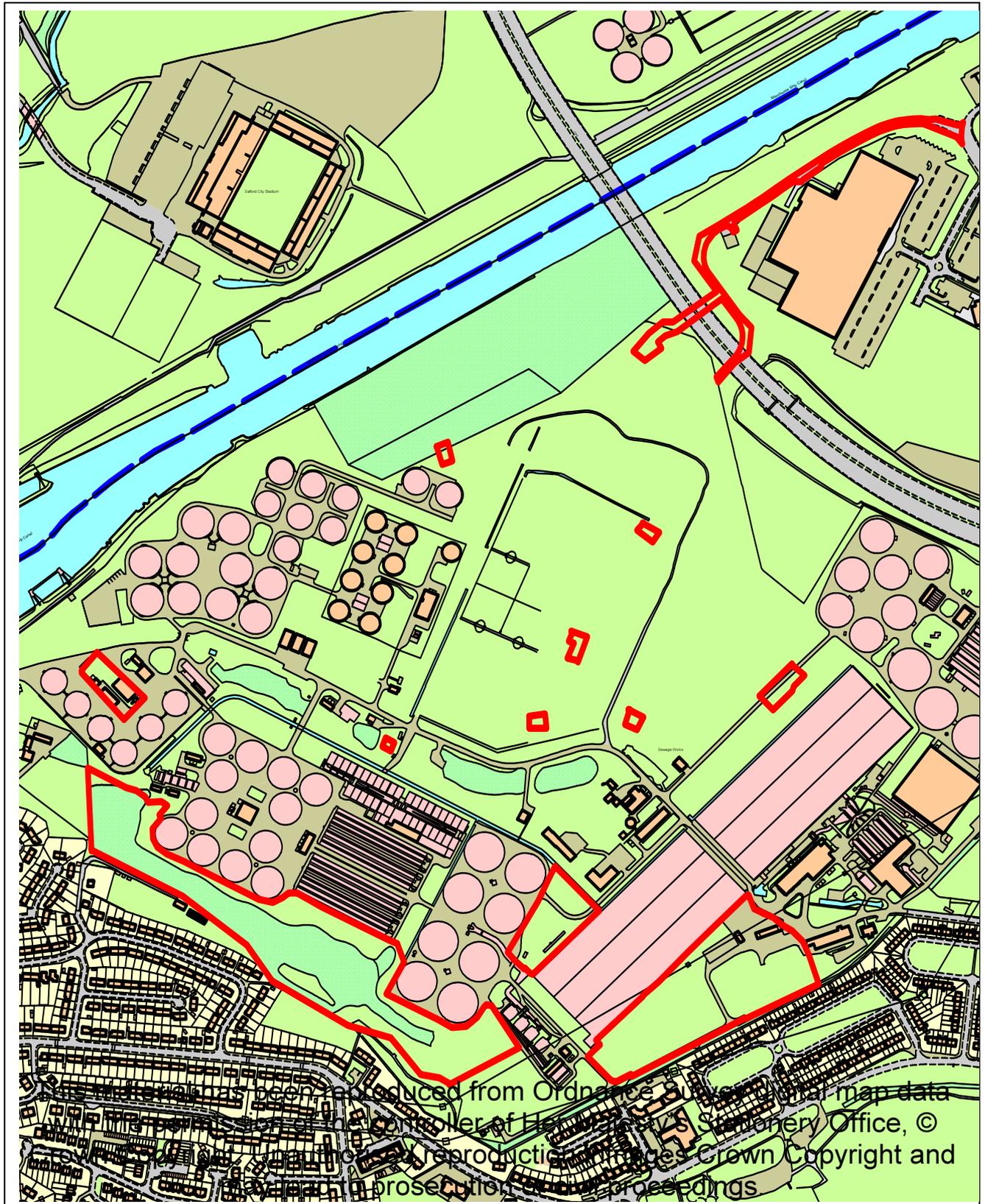
RECOMMENDATION: GRANT subject to the following conditions:

1. Standard Time Limit;
2. Compliance with all plans;
3. Materials Condition;
4. Landscaping (for DWwTW and surrounding land holdings, including DMNR)
5. Tree Protection;
6. The overall impact of odour from the DWwTW shall not increase at sensitive receptors following the completion of this development. Achievement of meeting this objective shall be confirmed in the submission of an updated odour impact assessment to the Local Authority. The assessment shall take into account the final design of the development, confirm the odour control measures to be utilised and confirm that the odour impact objective will be achieved. The approved odour control measures shall be implemented thereafter, unless agreed otherwise in writing by the LPA.
7. Prior to the first complete use of all aspects of this development, a noise assessment shall be undertaken. This assessment will confirm the noise levels associated with the operations approved under this development, which shall be measured at the nearest residential premises, and critically compared with the predictions in 'AMP5 WD Upgrades at Davyhulme WwTW noise assessment'. In the event that noise levels exceed those set out in the approved acoustics report, a further scheme of noise mitigation measures shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter the development shall not exceed the noise levels as calculated within 'AMP5 WD Upgrades at Davyhulme WwTW noise assessment'.
8. The ecological mitigation measures recommended within section 5 of the 'Davyhulme WwTW Ecology Survey Report' shall be implemented in full in accordance with details and a timescale for implementation that have previously been approved in writing by the LPA.
9. Submission and implementation of detailed management and maintenance plan for landscaping works and habitat enhancement, to include maintenance for a minimum period of ten years from the completion of the ecological and landscaping works
10. No occupation of any part of the development hereby permitted shall take place until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of remediation has been submitted to and approved in writing by, the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the

verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

11. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to, and agreed in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.
12. Submission of a method statement and subsequent removal of invasive species;
13. No tree felling or removal of vegetation to take place during the optimum period for bird nesting (March to July inclusive);
14. Construction traffic to use temporary access route to site from Trafford Way;
15. Wheel wash condition;
16. Prior to the development hereby approved commencing:
 - i.) A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas risks at the site shall be submitted to, and approved in writing by, the Local Planning authority;
 - ii.) Where actual/potential contamination and/or ground gas risks have been identified, detailed site investigations and suitable risk assessments shall be submitted to, and approved in writing by, the Local Planning Authority;
 - iii.) Where remediation is required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.
17. Where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales. A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the development being brought into use.

JK



LOCATION PLAN FOR APPLICATION No: - 80920/FULL/2013

Scale 1:6500 for identification purposes only.

Head of Planning

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

Top of this page points North

WARD: Longford

81024/FULL/2013

DEPARTURE: No

REPLACEMENT OF EXISTING WINDOWS, INSTALLATION OF EXTERNAL CLADDING, CREATION OF NEW CAR AND CYCLE PARKING AND BIN STORAGE, TO SERVE RESIDENTIAL APARTMENTS.

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

APPLICANT: SAP Development Properties Limited

AGENT: Fresh Start Living

RECOMMENDATION: GRANT

SITE

The application site is a vacant 9 storey office building (circa 1970's) located at the corner of Skerton Road and Tennis Street. The site is adjacent to Trafford Bar local centre and it faces the blank side elevation of Aldi to the north of the site.

The site area is 0.33 ha and the building is surrounded by car parking to the frontage with Skerton Road and to the side adjacent to Tennis Street. There is also a ramped vehicular access from Skerton Road leading to a two floor decked car park to the rear of the building.

The site is bounded by 2m high railings to Skerton Road and Tennis Street. There are two existing vehicular entrances, one from Skerton Road and another from Tennis Street.

Grove House is immediately opposite CSM (UK) Ltd a large industrial site providing bakery supplies. The CSM site comprises the main industrial unit with 6 tanks which are clearly visible from the site. Part of the site to the north of the tanks includes vacant buildings. There is a 3 storey building also facing the application site, which appears to be part of the CSM site which is vacant and dilapidated.

To the rear of the site is another 9 storey office building, Paragon House, accessed from Seymour Grove. Paragon House has surface parking running immediately adjacent to the decked car park area within the application site.

Immediately to the south of the site, adjacent the ramp to the decked car parking area is Morton House on Skerton Road. This is a two storey building appearing to be in office/ light industrial use.

PROPOSAL

The application proposes the replacement of existing windows and the installation of external cladding to the building. The proposal also includes the creation of a new car park and external bin storage to serve residential apartments that have previously been granted Prior Approval (ref: 80984/PAC/2013).

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 Sustainable Transport and Accessibility

L7 Design

PROPOSALS MAP NOTATION

Main office development area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E10 Main office development area

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

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

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

H/68520 - Erection of 2m high bow top fencing on the northern and western boundaries of the site - Approved with conditions 31/01/2008.

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

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

CONSULTATIONS

LHA – No objections. The applicant must ensure that adequate drainage facilities or permeable surfacing is used on the area of hard standing to ensure that localised flooding does not result from the proposals.

REPRESENTATIONS

None received.

OBSERVATIONS

BACKGROUND

1. Planning application 80141/FULL/2013 previously proposed the conversion of the office building to 63 apartments together with car parking and external works to the building. That application was reported to the Planning Development Control Committee in May 2013 and the Committee resolved to delegate approval to the Chief Planning Officer subject to a legal agreement and noise assessment.
2. Following the introduction of new permitted development rights at the end of May 2013, which allowed the change of use of offices to residential use subject to a Prior Approval procedure, that application was subsequently withdrawn and an application for Prior Approval (80984/PAC/2013) was submitted and granted on 28th August 2013. The current planning application therefore relates only to associated external works, which are the same as previously considered in application 80141/FULL/2013.

PRINCIPLE OF PROPOSAL

1. The proposed development is to serve residential apartments that are to be created on the site following the conversion of the building from offices to residential apartments. The residential apartments have been granted Prior Approval (80984/PAC/2013) and therefore do not form part of the consideration of this application. There are no policies within the Trafford Core Strategy that presume against the proposed external works to the building or the proposed car park and bin

store in this location. The proposed development is therefore considered acceptable in principle.

RESIDENTIAL AMENITY

2. The site is located within a mixed use area, with Trafford Bar shops to the north, another office building immediately to the east and an industrial use opposite the site to the west. There are no residential properties adjoining or situated opposite the site. It is therefore considered that the proposal would not unduly impact on residential properties in the surrounding area. It is also considered that the proposal would not unduly impact on the amenity of the residents that will occupy the site.

DESIGN AND STREET SCENE

3. The existing building is 9 storeys high, measuring 26.7m high and therefore is prominent within the existing street scene. The existing building and site are in a poor and dated condition, it is thus considered that the proposed works would enhance and improve the appearance of the site, thus having a positive impact on the existing street scene and character of the surrounding area.
4. The proposed cladding would comprise of metal/zinc. The proposed windows are to be Upvc, with the colour to be agreed. A condition is recommending requiring material samples to be submitted and agreed to ensure that the external alterations to the building are of a high quality.
5. The proposed bin storage and secure cycle storage would be provided under an existing two storey car parking area within the site (occupying the ground floor) and therefore would not be very visible from the street scene. Areas of landscaping are proposed along the boundaries with Skerton Road and Tennis Street, which would soften the appearance of the proposed car parking area within the street scene. It is therefore considered that the proposed works are in accordance with Policy L7 of the Trafford Core Strategy.

ACCESS, HIGHWAYS AND CAR PARKING

6. The proposed car parking layout is considered acceptable and in accordance with the Council's car parking standards. The proposal is therefore considered acceptable on highways grounds.
7. A condition is recommended requiring details of drainage/permeable surfacing of the car park to be submitted and agreed in writing, to prevent the occurrence of localised flooding.

CONCLUSION

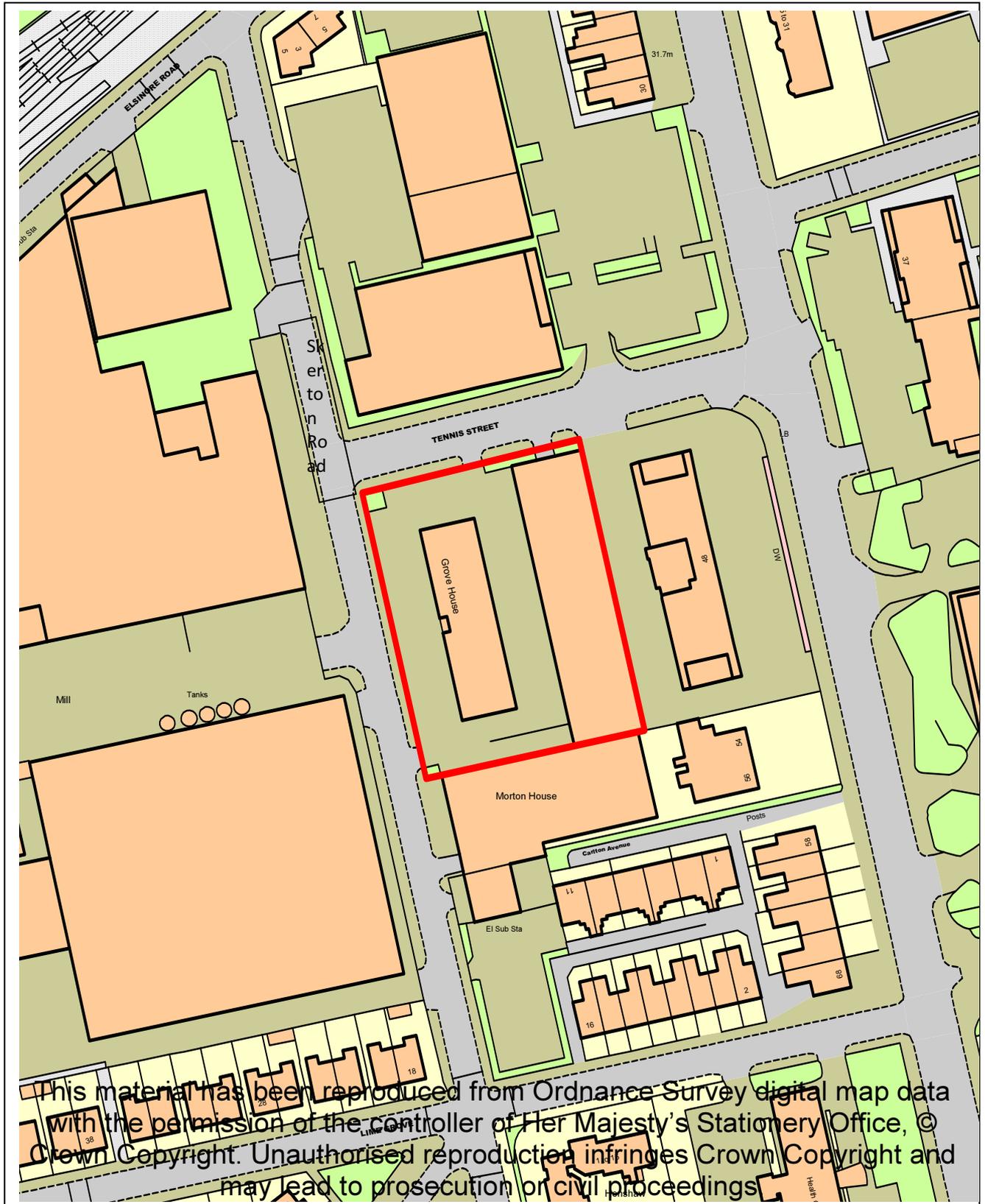
8. The proposed external works to the building and the creation of a new car and cycle parking area with bin store are considered acceptable in this location. It is considered that the proposed works would enhance the appearance of the existing building and

site, having a positive impact on the character of the surrounding area. The proposal would not adversely impact on highway safety or the amenity of nearby residents. As such the proposal would create a sustainable form of development that would deliver the three main elements of sustainable development, economic, social and environmental, as outlined in the NPPF. The proposal is therefore considered to comply with all relevant Policies in the Core Strategy and related Supplementary Planning Guidance.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard
2. Details in accordance with approved plans – including amended plan
3. Details of all infill cladding panels and colour of replacement windows to be submitted and agreed
4. Landscaping details and implementation
5. Landscape Maintenance
6. Retention of parking layout
7. Permeable surfacing / drainage of car park
8. Wheel wash

VW



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LOCATION PLAN FOR APPLICATION No: - 81024/FULL/2013
 Scale 1:1250 for identification purposes only.
 Head of Planning
 PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
Top of this page points North

WARD: Timperley

81087/O/2013

DEPARTURE: No

ERECTION OF A TWO STOREY THREE BEDROOMED DWELLING HOUSE.

Land between 20 & 22 St. Georges Crescent, Timperley, WA15 6HG

APPLICANT: Mrs Rogers

AGENT: Cartwright & Gross

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application relates to a plot of land in a predominantly residential area located between 20 and 22 St. Georges Crescent. It is currently used as garden in conjunction with 29 Heyes Lane. The plot is a minimum of 28m deep and the width extends from 7.1m at the front to 23.2m at the rear.

PROPOSAL

The proposal is an outline application to erect a two storey brick and tile dwelling on the site. Approval is sought for access, appearance, layout and scale with landscaping being a reserved matter. Access to the site would be along the north side of the plot with two off road car parking spaces provided.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1-Land for new homes
L2- Meeting housing needs
L40-Sustainable transport and accessibility
L5- Climate change
L7- Design
L8-Planning Obligations
R2- Natural Environment

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H4 – Release of Other Land for Development

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

Design and Access Statement

CONSULTATIONS

LHA-No objections subject to low level boundary fencing. See report below

REPRESENTATIONS

Neighbours – Letters received from 9 different addresses. A summary of the comments is as follows:

- Parking on St. Georges Crescent is already a major problem. Will result in a loss of on street parking. The road is regularly reduced to a single lane. Also near a blind corner. The development will make the situation worse and result in safety concerns.
- Driveway as shown will not accommodate two cars in accordance with Council's Standards.
- Minimum radii for new driveways not met.

- Loss of trees, hedges and mature bushes which act as a natural screen, give a rural outlook.
- Loss of habitat for birds. Bats can be seen flying above the plot at night
- As building would be pushed towards No. 20 it would give an asymmetrical and disjointed look from the road. Squeezing house into narrow plot.
- Loss of light to landing, hallway and bathroom and former garage now use for white goods at No. 22.
- Loss of light to two windows in No. 24.
- Loss of privacy to No. 21.
- Loss of character of the street.
- House not in line with adjoining properties
- Use of heavy construction vehicles and noise pollution resulting in a danger to children

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Policy L1 of the Core Strategy seeks to release sufficient land to accommodate a minimum 12,210 new dwellings (net of clearance) over the plan period up to 2026. Policy L1.7 sets out an indicative target of 80% of new housing provision to use brownfield land and buildings over the Plan period. To achieve this, it states a three stage order of priority for the release of sustainable urban greenfield land, which comprises: (i) land within either the Regional Centre or Inner Areas, which does not apply to this site (ii) developments that can be shown to contribute significantly to the regeneration priorities set out in Policy L3 and/or those that can strengthen/support the Borough's four town centres and; (iii) those developments that support the wider Plan objectives set out in Chapters 4 (Strategic Objectives) and 5 (Place Objectives) of the Core Strategy.
2. Policy L.1.8 of the Core Strategy deals with the delivery of development in relation to both Table L1 and the brownfield land target. It states that where regular monitoring reveals a significant under-performance (in excess of 20%) in the delivery of development as proposed in Table L1, the Council will seek to determine the reasons for the under-performance and take development management action to augment the supply of deliverable sites to improve performance. Similarly, where the regular monitoring reveals a significant under-performance (in excess of 10%) against the previously developed brownfield land use target set in L1.7, the Council will seek to determine the reasons for the underperformance and take development management action to accelerate the delivery of development. Until such time as monitoring evidence indicates that the previously developed land use under-performance has been reduced to an acceptable level by the measures taken, the Council may reject applications for the development of greenfield sites where the overall delivery of housing is not jeopardised.
3. Regular monitoring has revealed that the actual rate of house building is failing to meet the 80% previously developed land target by more than 10%, having fallen to 61.3% in 2011/12. However, this monitoring has also revealed that the actual rate of building is failing to meet the housing land target (as expressed in Table L1) by more than 20%. The Council published its latest Strategic Housing Land Availability Assessment (SHLAA) in September 2012. This document identifies 4346 units as deliverable over the five year period

2012/13 to 2016/7; based on the housing land target set out in the Trafford Core Strategy, for that same period, of 3470. As such, it is considered that sufficient deliverable sites have been identified to meet the requirements of paragraph 47 of NPPF, including in situations of under delivery. The SHLAA identifies sufficient land to provide five years' worth of deliverable housing plus a 20% "buffer". Additionally the SHLAA identifies 3523 units in the five year period 2017/18 to 2021/22. Based on the housing land target set out in the Trafford Core Strategy for that same period (of 3006 units), this provides in excess of five years supply for that period. In relation to the five year period through to 2026/27 (i.e. the 11-15 year supply), the Council's SHLAA identifies 2108 units which equates to approximately 3.6 years supply based on the housing land target set out in the Trafford Core Strategy for that same period (of 2890 units).

4. Taking the above points into account it is considered that the proposal will contribute to the provision of family accommodation in a sustainable location close to Timperley District Centre and close to public transport links.

Taking into account the benefits that the proposal will provide in terms of the provision of family accommodation in accordance with Policy L2 and the contribution to the Core Strategy's overall objectives it is considered that the proposal is acceptable in principle.

SITING, DESIGN AND APPEARANCE

5. The proposed dwelling would be 5.5m wide, retaining gaps of 1m minimum extending to 3.5m on one side adjoining No. 20 and 3m to the other side with No. 24 extending to 4m. These distances would be comparable to others in the immediate vicinity of the site in St. Georges Crescent.
6. The front building line would be similar to that of No. 22 and 24 but due to the bend in the road would be 1m in front of No. 20. The applicant has agreed to revise the siting of the dwelling however, to slide it back into the site on its current axis by approximately 1 metre. This will improve its relationship to the street scene and will not impact adversely on the amenity of neighbours.
7. In terms of design the proposed dwelling would reflect the proportions and characteristics of other properties in the vicinity. The materials are indicated as brick and tile to match neighbouring properties. It is therefore considered the proposed dwelling would have an acceptable impact within the street scene and on the character of the area.

IMPACT ON RESIDENTIAL AMENITY

8. The Council's Guidelines for new residential development recommend that where there would be major facing windows, two storey dwellings should retain a minimum distance of 21m across public highways and 27m across private gardens. Distances to rear garden boundaries from main windows should be at least 10.5m.
9. The front of the property will not directly front another property across the highway, although it will face the gardens of 19 and 21 St George's Crescent but at an acceptable distance. At the rear a minimum of 15m will be retained to the rear boundary and 41m to the rear of No. 31 Heyes Lane. This would be in accordance with the Council's Guidelines.

10. There are two windows in the side elevation of No. 22 at ground floor level serving a family room and dining room. When planning permission was granted (77649/HHA/2011) for a side and rear extension at No.22 the approved plans showed a largely open plan kitchen, dining room and family room with windows and doors in the kitchen/dining rooms facing down the garden, a roof light in the kitchen and the two windows in the side elevation. It is understood from the occupants of No.22 that the family room operates as a separate entity.
11. The proposed dwelling would be located approximately 5m from the window serving the family room. It is considered that the existing fencing (1.8m) and planting in close proximity to the window already reduce the light to this window and the additional loss from the proposed house would not be sufficient to justify refusal of this application. The applicant has attempted to minimise the impact on No. 22 by setting the house away from the boundary on that side and it would seem unreasonable to prejudice the development of this site as a result of such a window in the side elevation of No. 22.
12. The windows in the side elevation at first floor level in No. 20 and in No. 22 are obscure glazed and serve non-habitable rooms. The impact on the light enjoyed by these rooms would not be such to justify refusing the application.

TREES AND LANDSCAPING

13. There are no protected trees although there are mature bushes and planting on the site. Landscaping is a reserved matter and it is considered that a suitable landscaping scheme can be provided on the site which would protect the amenity of the area.

VEHICLE ACCESS AND PARKING

14. The driveway meets the Council's dimension standards and the provision of two car parking spaces complies with the Council's standards for dwellings of this size in this location. Subject to the provision of low level boundary fencing (1m and below) there are no objections to the proposals on highways grounds.

DEVELOPER CONTRIBUTIONS

The Trafford Developer Contributions (TDC) required by SPD1 Planning Obligations are set out in the table below:

TDC category.	Gross TDC required for proposed development.	Contribution to be offset for existing building/use.	Net TDC required for proposed development.
Affordable Housing	0	n/a	0 units
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£155	n/a	£155
Public transport schemes	£384	n/a	£384

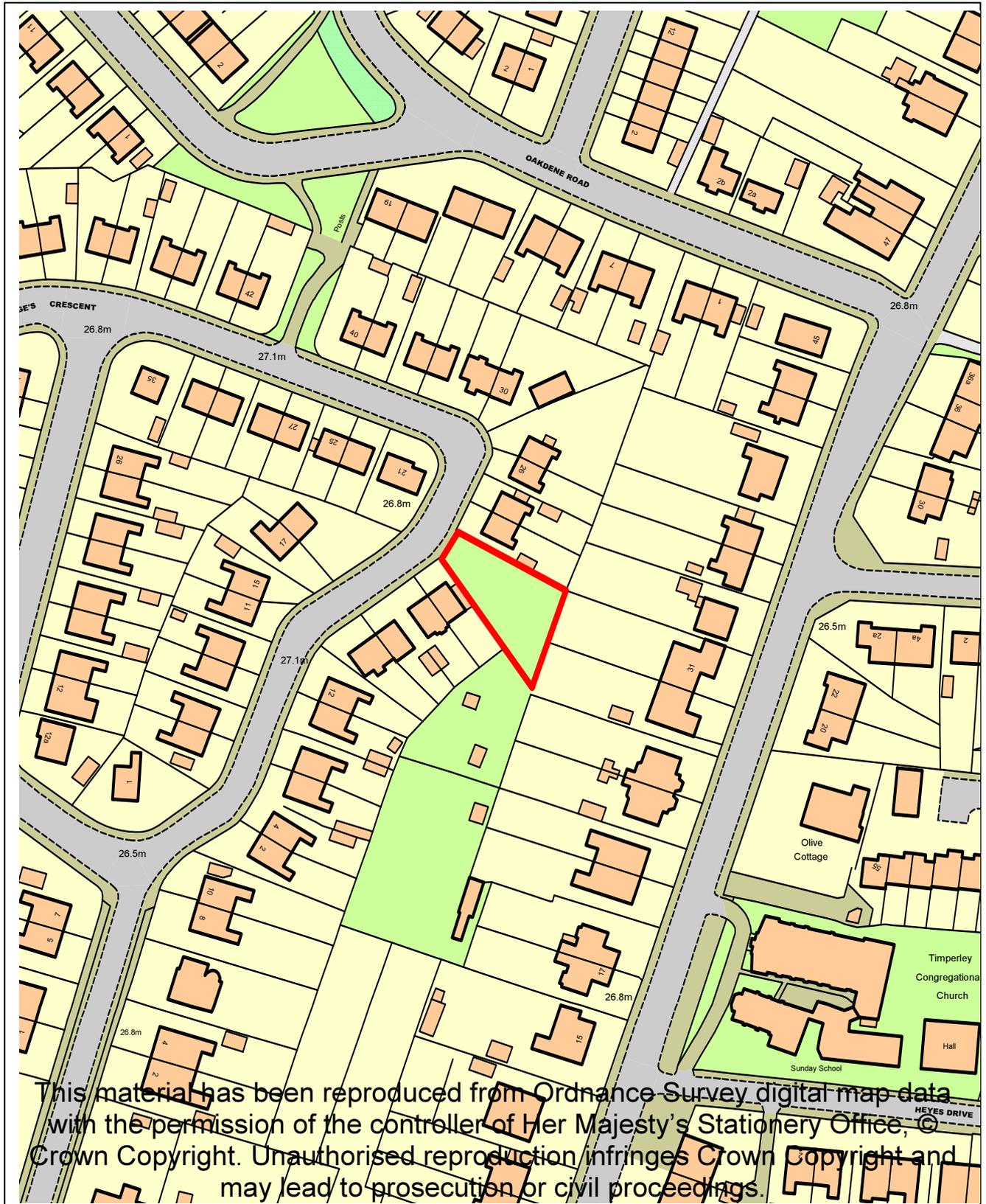
(including bus, tram and rail, schemes)			
Specific Green Infrastructure (including tree planting)	£930*	n/a	£930
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£2653.18	n/a	£2653.18
Education facilities.	£7531.95	n/a	£7531.95
Total contribution required.			£11,654.13

- To be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a maximum financial contribution of £11654 split between: £155 towards Highway and Active Travel infrastructure; £384 towards Public Transport Schemes; £930 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme); £2653.18 towards Spatial Green Infrastructure, Sports and Recreation; and £7531.95 towards Education Facilities; and
- (B) In the circumstances where the S106 Agreement has not been completed within 3 months of the resolution to grant planning permission the final determination of the application shall be delegated to the Head of Planning.
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
1. Standard condition
 2. Reserved matters time limit - landscaping
 3. List of approved plans
 4. Samples of materials to be submitted and agreed
 5. Obscure glazing to all first floor windows in side elevations
 6. Parking spaces to be provided and retained
 7. Wheel wash

CMR



LOCATION PLAN FOR APPLICATION No: - 81087/O/2013

Scale 1:1250 for identification purposes only.

Head of Planning

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

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WARD: Ashton on Mersey

81157/VAR/2013

DEPARTURE: No

VARIATION OF CONDITION 3 OF PLANNING PERMISSION 76013/FULL/2010 (ERECTION OF PART TWO, PART THREE STOREY BUILDING TO PROVIDE 62 BEDROOM RESIDENTIAL CARE HOME) TO REMOVE THE RESTRICTION THAT THE PREMISES SHALL BE USED AS A CARE HOME FOR THE ELDERLY AND TO STATE THAT THE PREMISES SHALL BE USED FOR A SPECIALIST HEALTHCARE REHABILITATION CARE / NURSING HOME (INCLUDING DEMENTIA CARE AND ACQUIRED BRAIN INJURY AND OTHER ANCILLARY HEALTH RELATED SERVICES) AND FOR NO OTHER PURPOSE WITHIN USE CLASS C2 (RESIDENTIAL INSTITUTIONS).

Site of Former Pictor School, 30-32 Harboro Road, Sale, M33 5AH

APPLICANT: Marantomark Ltd

AGENT: IBI Taylor Young

RECOMMENDATION: MINDED TO GRANT, subject to legal agreement

SITE

The application site is located on the north side of Harboro Road, on the corner with Delaunays Road. The land is currently vacant, having been formerly occupied by the Pictor House School. The site is approximately 0.4 hectares in area. The surrounding character is predominantly residential and the nearby uses include private dwellings, residential apartments and other residential care homes, including immediately to the west of the site.

In September 2011 planning permission was granted for a 62-bed specialist rehabilitation residential care home (with an emphasis on treating early-onset dementia) to be erected on the site (ref: 76013/FULL/2010). The approved building was part two-storey, part three-storey in height, and 'L'-shaped in plan, presenting a strong frontage to each of the two adjacent highways. Access into the complex was to be taken from a new vehicular entrance point at Delaunays Road, and lead to a 26 space car parking area.

Supporting statements submitted by the applicant highlighted a particular emphasis on treating early onset dementia at the facility, as well as other health related conditions (such as brain injury) that required rehabilitation. Each bedroom within the development was accompanied by an en-suite bathroom, whilst a laundry, therapy suites, staff accommodation and communal lounges also formed part of the proposals.

The permission issued for planning approval 76013/FULL/2010 included a condition (Number 3) which restricts the use of the approved building to a residential care home for the elderly, and for no other purpose within Use Class C2.

PROPOSAL

This application seeks to vary condition 3 of planning permission 76013/FULL/2010 in order to allow the care home to treat patients of all ages, and not just the elderly. The following revised wording has been proposed for Condition 3:

The premises to which this permission relates shall be used as a specialist healthcare rehabilitation care / nursing home (including dementia care, acquired brain injury and other ancillary health related services) and no other purpose within Use Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1997, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification;

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

PRINCIPAL CORE STRATEGY POLICIES/PROPOSALS

L1 – Land for New Homes
L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L7 – Design
R2 – Natural Environment

PROPOSALS MAP NOTATION

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

76013/FULL/2010 - Erection of part two storey, part three storey building to provide 62 bedroom residential care home with associated parking provision and landscaping (revised submission) – Approved with Conditions, 7th September 2011.

74565/FULL/2010 – Erection of part two-storey, part three-storey building to provide 62-bedroom residential care home with associated parking provision and landscaping – Refused, 13th May 2010

CONSULTATIONS

LHA: There are no age restrictions tied to the Council's Parking Standards – No objections.

REPRESENTATIONS

Seventeen letters of objection have been received in response to this application, predominantly from residents of properties on Kings Road and Delaunays Road. The concerns raised can be summarised as follows:

Use of the building

- This application is seeking to change the use of the development. It was understood that the previous consent related to a residential care home solely for the elderly.
- The amended wording of the condition could widen the range of possible uses for the site, to include people with learning difficulties and/or addition to drugs and alcohol. This could increase the risk of anti-social behavior, crime and vandalism in the area, which would change its character.
- There could be a quick turnaround of patients using the facility, similar to a hospital. This conflicts with the residential character of the surrounding area.
- The site may be used for people requiring intermediate care, i.e. as an NHS overflow facility when they are unable to provide beds and staff in existing hospitals.
- The number of beds available for dementia patients and for the elderly would be reduced.

Highways and Parking

- Increasing the intensity of the use of the site would lead to more traffic going to/from the site, including emergency vehicles, in the form of specialised staff and visitors to residents.
- The variation would result in more vehicles parking on the surrounding streets, which already suffer from on-street parking pressures.
- The risk of accident would increase as a result of this amendment. This route is used extensively by school children.

Residential Amenity

- Patients could be admitted at any time of the day or night causing more disturbance to residents.
- Noise and pollution will be increased by the additional traffic associated with this use.

In addition to the above, Councillor Brian Rigby has provided a representation which highlights the concerns of the local residents, stating that they believe that Class C2 usage will permit the premises to be used for all residential, medical and general hospital usage, including the treatment and admission of drug and alcohol related patients rather than just elderly patients. They argue that if the scope of treatment is to be extended to that of a residential hospital this will inevitably lead to an increase in traffic as well as the number of medical staff visiting the site which will have a serious effect on street parking and general activity.

APPLICANT'S SUPPORTING STATEMENT

Two statements have been submitted on behalf of the applicant, seeking to set out why the application has been made, and to address some of the concerns that have been raised by residents during the application process. These can be summarised as follows.

Within the original application there was specific reference to the development being for a 'residential care home' and 'specialist rehabilitation residential care home specialising in early onset dementia'. It did not state that the application will be for the elderly because the condition of early onset dementia is specifically not necessarily related to a person being elderly. This application seeks to correct the inclusion of the term elderly in the condition.

The variation of the condition does not widen the scope of the site's use. All activities are associated with a residential care home only. The applicant confirms unequivocally that the use will not provide specialist services for drug and alcohol rehabilitation, and is prepared to accept a condition which prevents these uses at the site.

The site will not be used for day serviced. The turnaround of residents will depend on their recovery, but the majority will be cared for over the long-term, and treated on a residential basis only, as a condition of their on-going rehabilitation. Some will live there for the remainder of their lives. No rehabilitation day services will be provided.

The site will not be used as an overflow for emergency, short-term care for the local District General Hospital. There will be no referral for care a day services. This is not a walk in facility.

Within the original application, the LHA concluded that the proposed access was acceptable, and that both cycle and car parking would be in-line with Council standards. A Travel plan was conditioned and will be used to promote sustainable modes of travel by staff and visitors.

The Parking Standards were informed by 'homes for persons unlikely to drive', a classification accepted by the Council. The applicant confirms that the health problems of residents will prevent them from driving. The age group of users will be varied, and will not be restricted to 'elderly' persons. 'Age' should not be given weight in the determination of the planning application as it will have no bearing on the operation of activities, nor upon the amenity of local residents. The critical determination factor is that the age group of users will have no bearing on parking requirements and the planning permission would still be acceptable on all grounds.

The original application and its supporting documentation establishes from the outset the required number of specialist medical staff that would be required and formulated the respective staffing numbers, which equates to 112.5 full-time equivalent employees, with no resident staff. There will be three shifts providing staffing cover. The Transport Assessment with the proposed amended condition does not vary from that for the approved planning permission. There is no justification for objectors to assume parking will increase as the make-up of the application with respect to activities and staffing has not changed by the variation.

OBSERVATIONS

1. This application seeks only to vary the wording of condition 3 of planning consent 76013/FULL/2010. As such the scale of the development, the number of proposed bedrooms, and the layout and range of facilities provided, all remain identical to the details shown on the originally approved plans, which are controlled under condition 2 (compliance with all plans).
2. The original approval for this site, ref: 76013/FULL/2010 was approved under the Revised Trafford UDP, a document which has since been superseded by the Council's new development plan – The Trafford Core Strategy (January 2012). As such it is appropriate and relevant to consider the planning application to which this report relates using the most up-to-date local policies.
3. With respect to the use of the development, the applicant has reaffirmed that the approved building will function as a residential care home designed to provide full-time, long-term care for people suffering from dementia, or individuals who have acquired brain injuries or other similar physical traumas. The amended wording of the condition secures the primary function of the site as a care home facility for patients of all ages, and subsequently prohibits other uses within Class C2 Use from operating from the building on anything more than an ancillary basis, for example hospitals or residential schools. Furthermore the applicant has provided additional supporting information which has confirmed that no specialist rehabilitation programmes will be provided for people recovering from drug and alcohol problems. They have also highlighted that due to the serious and/or degenerative nature of their condition, patients will be admitted to the centre on a long-term basis, and therefore it will not experience a high turnover of residents.
4. With respect to traffic generation and car parking it is accepted that the Transport Statement submitted with the application was based on a development that would accept patients of all ages, and not one that was restricted to the elderly. As such the likely level of traffic generated by the care home has already been assessed and accepted. Under 76013/FULL/2010 the number of car parking spaces required for a care home was calculated under 'homes for persons unlikely to be able to drive' within the Revised Trafford UDP. It is considered that the proposed variation to the wording of condition 3 raises no reason why this standard would no longer be applicable to the development. Under the Trafford Core Strategy the parking standards for 'residential care homes and nursing homes' are the same regardless of the age of the residents they care for. When these new parking standards are applied, this 62-bed development continues to comfortably provide a sufficient number of off-street spaces. Therefore there are no concerns with the proposed amendment to condition 3 on highways grounds.

CONCLUSION

5. The applicant has adequately demonstrated that allowing people of all ages to be admitted to the approved care home will not alter the manner in which the site functions or the level of coming and goings associated with it. Therefore it is recommended that consent be granted for condition 3 of planning permission 76013/FULL/2010 to be varied as follows:

“The premises to which this permission relates shall be used as a specialist healthcare rehabilitation care / nursing home (including dementia care, acquired brain injury and other ancillary health related services) and no other purpose within Use Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1997, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification”.

6. The permission would need to be the subject of a Deed of Variation to the original Section 106 Agreement in respect of transport contributions.

RECOMMENDATION: MINDED TO GRANT, subject to

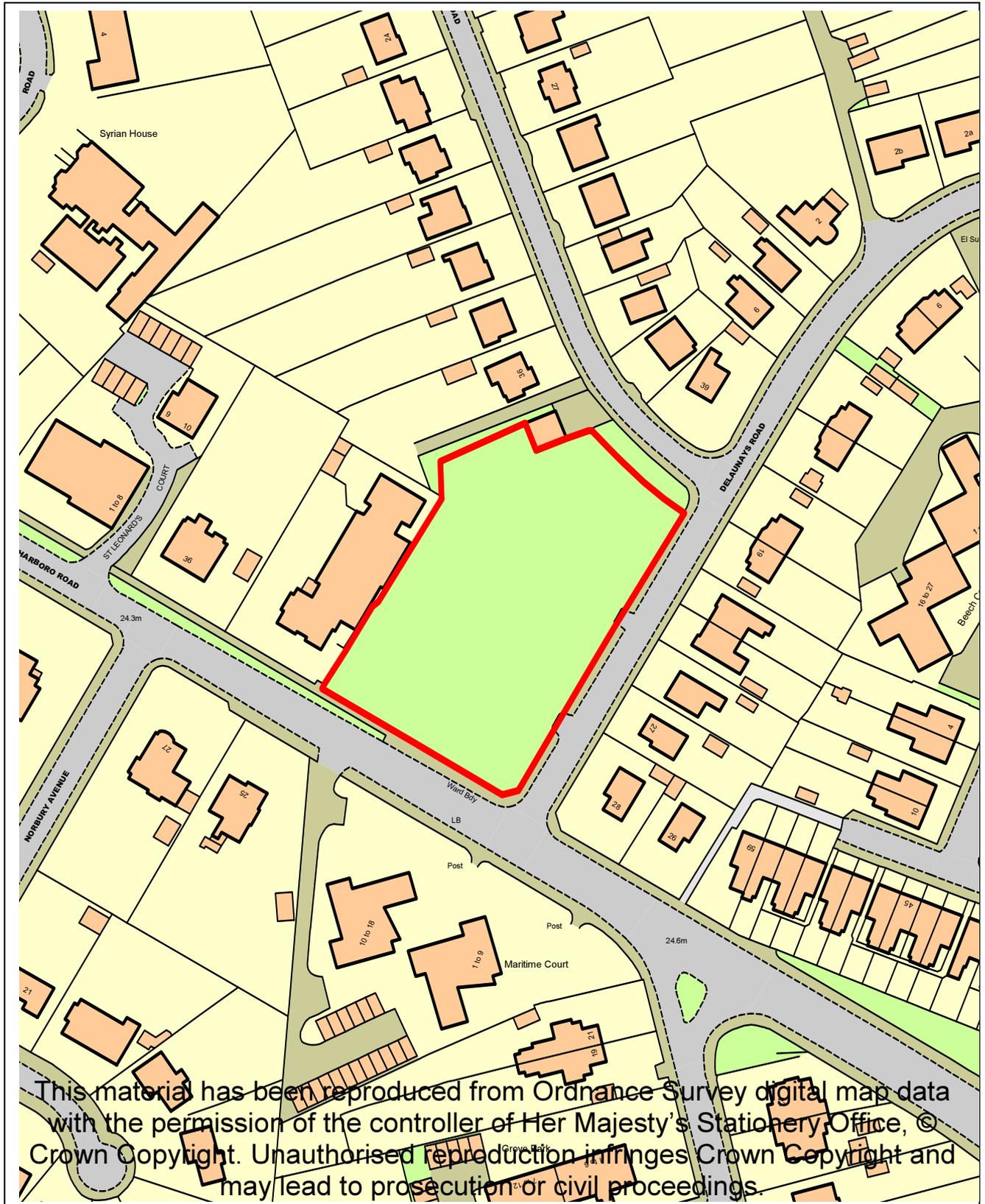
- A. That the application will propose a satisfactory development of the site upon completion of an appropriate legal agreement / Deed of Variation to the original legal agreement to secure: -

A financial contribution of £7786.58 towards transport improvements comprising £5812.68 towards public transport improvements and £1973.90 towards highway infrastructure.

- B. In the circumstances where the S106 Agreement has not been completed within 3 months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning;
- C. That upon satisfactory completion of the above legal agreement, planning permission be GRANTED, subject to the following conditions;
 1. Standard time limit;
 2. Compliance with all plans;
 3. The premises to which this permission relates shall be used as a specialist healthcare rehabilitation care / nursing home (including dementia care, acquired brain injury and other ancillary health related services) and no other purpose within Use Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1997, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification;
 4. Material samples to be submitted;
 5. Landscaping;
 6. Tree protection scheme;
 7. No trees to be removed;
 8. Demolition of boundary wall to be carried out by hand;
 9. Provision of access;
 10. Retention of access;
 11. Revised Travel Plan to be submitted;
 12. Cycle parking;
 13. Development to be carried out in accordance with approved ground levels and floor levels;

14. Details of external lighting and CCTV;
15. Site investigation for contaminated land;
16. Submission and implementation of drainage details;
17. Submission and implementation of details for bin store;
18. No use of proposed flat roofs as amenity areas;
19. Details and implementation of security gates and intercom system to vehicular access;
20. Details and implementation of wheel wash;
21. Details and implementation of measures intended to achieve Secured by Design accreditation;

JK



LOCATION PLAN FOR APPLICATION No: - 81157/VAR/2013

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Head of Planning

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

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WARD: Priory

81381/HHA/2013

DEPARTURE: No

SINGLE STOREY SIDE AND REAR EXTENSION.

113 Arnesby Avenue, Sale, M33 2WH

APPLICANT: Mr Rhaja

AGENT: Planz

RECOMMENDATION: GRANT

This application is before the Council as the neighbour is related to a member of the Council and the application has been called in by Cllr Brotherton for the reasons set out in the report.

SITE

The application site is a semi-detached dwelling located on the south east side of Arnesby Avenue. The site is situated within a predominantly residential area, with residential dwellings bounding the site to either side. The M60 motorway is located to the rear.

PROPOSAL

The proposal is to erect a single storey side and rear extension projecting 1.55m to the side of the property and 2.7m to the rear of the property. It would be 650mm from the boundary with No. 115. Arnesby Avenue.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility
L7 – Design

PROPOSALS MAP NOTATION

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

None

CONSULTATIONS

None

REPRESENTATIONS

Cllr. Brotherton – The proposed extension will be built right up to the boundary with No. 111 Arnesby Ave. As a result the rear ground floor window of No. 111 will suffer a significant loss of natural light. The extension will produce a sort of tunnel effect when viewed from this window with a consequent loss of amenity for the resident of No. 111.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site is unallocated within the Trafford Revised Unitary Development Plan and is situated within a predominantly residential area. There are no policies within the Trafford Core Strategy which presume against this type of development. The main areas for consideration are therefore the impact of the proposed development on the amenity of neighbouring residents, highway safety and the visual impact on the character of the surrounding area.

RESIDENTIAL AMENITY

2. The proposed rear extension would project 2.7m to the rear of the existing house. Trafford Council's Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations (SPD4) adopted February 2012 advises (para 3.4.2) "Normally, a single storey rear extension close to the boundary should not project more than 3m from the rear of semi-detached and terraced properties". In this case the extension complies with this guidance.
3. The adjoining property No. 111 has a conservatory located close to the boundary with principal windows fronting the application site, but has other windows facing down the garden. The proposed extension would be approximately 1-1.5m less in depth than the conservatory. The Council's Supplementary Planning Document 4 would allow an extension to project 3m beyond the conservatory. It is therefore considered that the proposed extension would not have an undue impact on the light and amenity of No. 111.

DESIGN AND STREET SCENE

4. Trafford Council's Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations advises that side extensions can have a prominent visual impact on the appearance of a dwelling, remove gaps from the street scene and be appropriately scaled, designed and sited. The Guidelines advise that a 750mm gap should be kept to the side for single-storey side extensions to retain a through route for maintenance and access. This also seeks to deter bins from being stored at the front of the property. The applicant has amended the plans to show a 750mm gap in accordance with the guidelines.

PARKING

5. The Council's parking standards as set down in the Core Strategy would require 2 parking spaces for a house with 3 bedrooms. The proposal will result in loss of access to the existing garage. There is however sufficient space to provide two off road parking spaces at the front and side of the property.

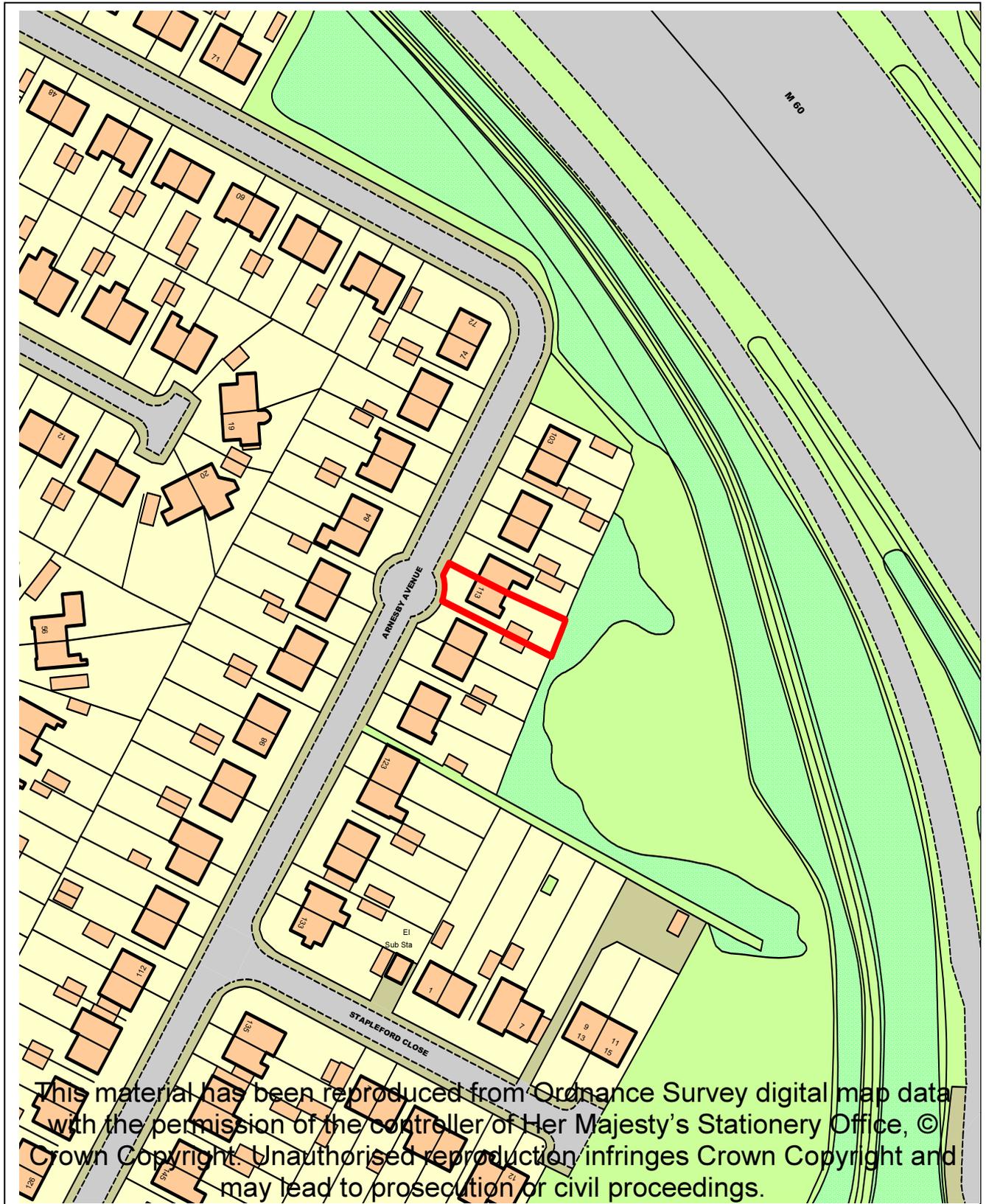
CONCLUSION

6. The proposed development is considered to be acceptable in terms of design, residential amenity and parking provision in accordance with Policy L7 of the Trafford Core Strategy and it is therefore recommended that planning permission should be granted.

RECOMMENDATION: GRANT subject to the following conditions:-

1. Standard 3 year time limit
2. Amended plans
3. Materials to match
4. Provision and retention of two off road parking spaces

CMR



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LOCATION PLAN FOR APPLICATION No: - 81381/HHA/2013

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Head of Planning

PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF

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