

**WARD: Bucklow St. H/HSD/36301
Martin's**

DEPARTURE: No

**REVOCAION OF HAZARDOUS SUBSTANCES CONSENT FOR THE STORAGE
OF LPG, NATURAL GAS AND LIQUID NATURAL GAS**

Former National Grid LNG site, Heath Farm Lane, Partington

**RECOMMENDATION: THAT THE REVOCATION ORDER BE SUBMITTED TO
THE SECRETARY OF STATE FOR CONFIRMATION**

SITE

The report relates to the former National Grid Liquid Natural Gas (LNG) site, which is situated on Heath Farm Lane, to the east of the built up area of Partington. The overall LNG site is approximately 16.6 hectares in area, although the area previously occupied by buildings and other structures was just over 7 hectares in area. The structures and areas included four large LNG storage tanks as well as other buildings and plant.

The site is accessed from Heath Farm Lane and adjoins the eastern boundary of the built up area of Partington village. To the north, beyond the disused railway line and embankment, lies the National Grid Common Lane site, which has outline planning permission for comprehensive redevelopment for employment uses (H/OUT/71194). To the south is open farmland, although there are some allotments adjoining the south-western corner of the site. The eastern boundary of the site is formed by Sinderland Road, beyond which is a triangular piece of land that has been approved as a replacement ecological habitat in association with the comprehensive redevelopment of the National Grid site to the north of the railway embankment.

PURPOSE OF THE REPORT

The report seeks authorisation to submit an order to the Secretary of State, which would revoke the extant Hazardous Substances Consent, H/HSD/36301.

The Council has received a request in writing from National Grid., the owners and occupiers of the site, to revoke the existing Hazardous Substances Consent to remove consent for the storage of LPG, natural gas and liquid natural gas.

Sections 14 and 15 of the Hazardous Substances Act 1990 set out the Council's powers as Hazardous Substances Authority to revoke or modify Hazardous Substances Consents. The Act allows the Hazardous Substances Authority to make an order to modify the consent and submit this to the Secretary of State for approval.

Section 15 of the Act allows the landowner or anyone else who is in control of the land to object to the revocation and to claim compensation if the order is confirmed. However, National Grid has confirmed in writing that it would not seek any compensation as a result of the proposed revocation.

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

L3 – Regeneration and Reducing Inequalities

L5 – Climate Change

W1 - Economy

PROPOSALS MAP NOTATION

Priority Regeneration Area: Partington

Special Health and Safety Development Control Sub Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

D5 – Special Health and Safety Development Control Sub Areas

E7 – Main Industrial Areas

H11 – Priority Regeneration Areas: Partington

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

77895/FULL/2011 – Demolition and clearance of all above ground buildings and structures – LNG storage facility, Heath Farm Lane, Partington – Approved – 24th April 2012

H/HSD/36301 – Deemed Hazardous Substances Consent – British Gas site, Heath Farm Lane, Partington – Approved – 3rd December 1992

H/33818 – Erection of carbon dioxide removal plant – British Gas site, Heath Farm Lane, Partington – Approved – 14th August 1991

H/21180 – Single storey extension to administration and workshop building – Heath Farm Lane Gas Works – Approved 16th April 1985

OBSERVATIONS

BACKGROUND

1. Deemed Hazardous Substances Consent H/HSD/36301 was granted in 1992 to British Gas Plc. For the storage of 106 tonnes of LPG, 96.6 tonnes of natural gas and 168,000 tonnes of liquid natural gas. The site was first commissioned as an LNG storage facility in 1972, having been a gas production works from 1929. Until March 2011, the LNG storage facility liquefied natural gas from the UK Transmission System during periods of low gas demand and stored it in its liquid form as LNG. At periods of peak demand the LNG was then converted back into natural gas using 8 vaporisation units for subsequent distribution. The site therefore acted as a reservoir of natural gas to handle the seasonal fluctuations in demand and provide additional gas during a shortfall. However, the strategy for storage and distribution of LNG has changed over time, reducing the need for regional storage hubs and placing the emphasis on strategic scale storage. The site has been decommissioned on this basis. In June 2011, the site was de-classified under the COMAH (Control of Major Accident Hazards) Regulations. In April 2012, planning permission was granted for the demolition of the facility and this work has now been carried out.

PRINCIPLE

2. The proposed revocation of the consent would assist in simplifying and reducing the area of the Health and Safety Executive's consultation zones for hazardous sites and pipelines, which currently form a constraint on further development / redevelopment of the site and the surrounding area.

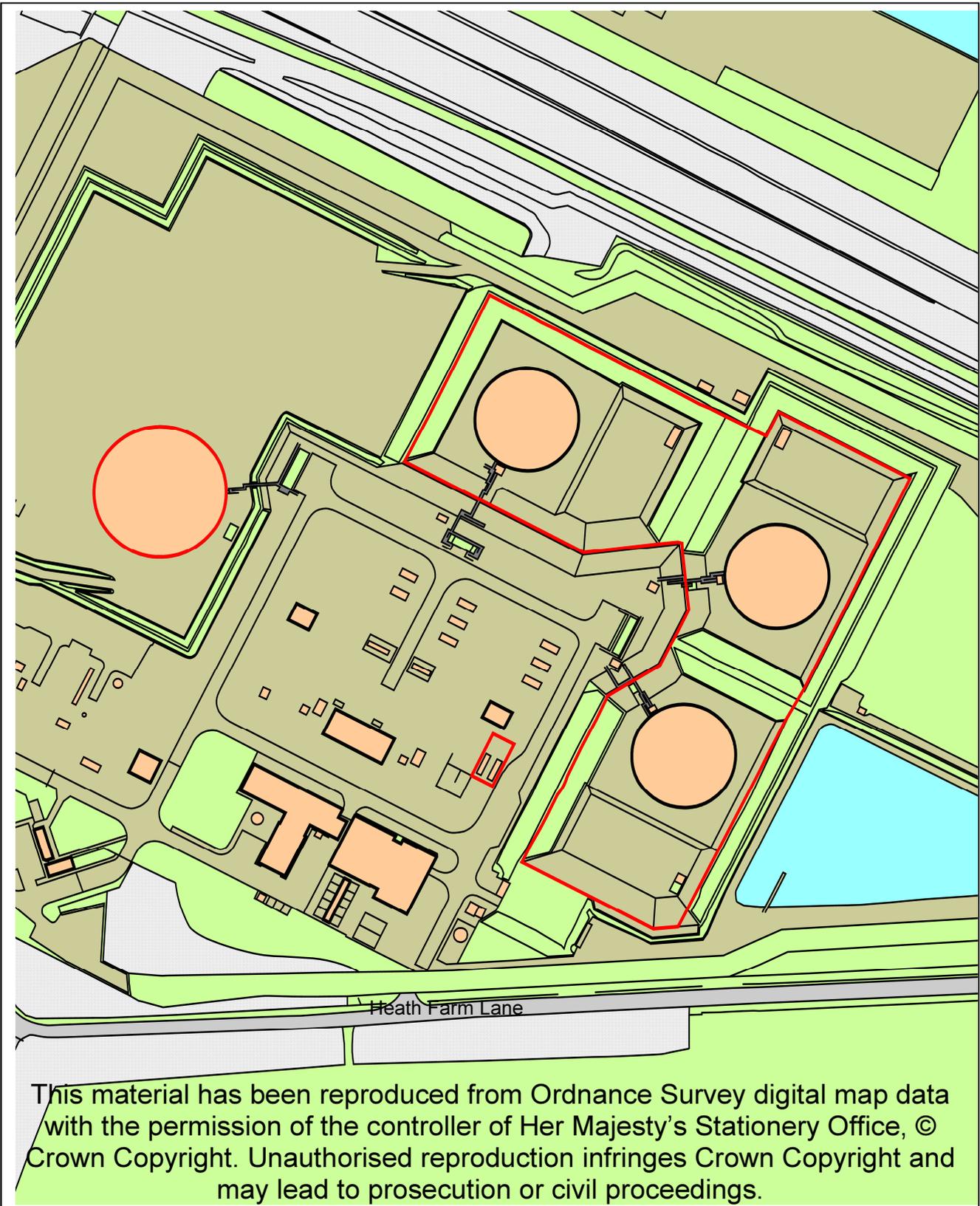
CONCLUSION

3. In conclusion, it is therefore considered that it would be expedient for the extant Hazardous Substances Consent to be revoked in accordance with the request of the site owner and operator and given there would not be any objection or compensation claim from anyone with an interest in the site. It is therefore recommended that a revocation order be submitted to the Secretary of State for confirmation.

RECOMMENDATION:

That an Order, under Section 14 of the Hazardous Substances Act 1990, revoking Hazardous Substances Consent H/HSD/36301, to remove consent for the storage of LPG, natural gas and liquid natural gas at the Natural Grid LNG site, be prepared by the Head of Legal Services and submitted to the Secretary of State for confirmation.

SD



LOCATION PLAN FOR APPLICATION No: - H/HSD/36301
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Head of Planning
PO Box 96, Waterside House, Sale Waterside, Tatton Road, Sale M33 7ZF
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VARIATION OF CONDITION 2 OF PLANNING PERMISSION 76204/FULL/2010 (ERECTION OF A DRAMA PRODUCTION FACILITY COMPRISING STUDIOS, STORAGE BUILDINGS, STAGE BUILDINGS, AND SET STRUCTURES WITH DEVELOPMENT ANCILLARY THERETO) TO AMEND THE APPROVED DRAWINGS TO ALLOW THE OMISSION OF METAL CLADDING ON THE BACKDROP STRUCTURES FACING TRAFFORD WHARF ROAD AND THE DRY DOCKS.

Site Office, ITV Studios, Trafford Wharf Road, Trafford Park, Manchester, M17 1FZ

APPLICANT: ITV Plc & Peel Media Ltd

AGENT: Jenkins Design Services Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application relates to a drama production facility that is currently under construction and will house ITV's 'Coronation Street'. The site is situated on the northern side of Trafford Wharf Road, within Trafford Park. The wider area comprises a mix of employment, retail and residential uses. On the south side of Manchester Ship Canal, the site falls within 'Wharfside', an area of Trafford Park. It is characterised by deep landscaped frontages and modern light industrial/offices/high technology uses. The application site sits at the west end of this area. Immediately on the opposite side of the road to the south is a Rank Hovis processing plant owned by Premier Foods Ltd and a timber merchants. The two are separated by Warren Bruce Road. To the west are the Dry Docks, which are currently owned by a shipping company. To the east is the Imperial War Museum North which occupies an iconic building. On the opposite side of the Manchester Ship Canal in Salford is Quays Point, which forms part of the Mediacityuk area. Quays Point provides offices and studios aimed at creative and digital industries including TV production or publishing, gaming and software production. Occupants of Quays Point include the BBC, the University of Salford and Vision+Media. Adjoining Quays Point is Salford Quays a mixed residential, retail and leisure development.

PROPOSAL

The application seeks a variation of Condition 2 of planning permission 76204/FULL/2010, to amend the approved plans to allow the omission of metal cladding on the backdrop structures facing Trafford Wharf Road and the Dry Docks to the west of the site. The proposal would result in an exposed steel framework and block work on the rear of the backdrops.

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.
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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

SL2 – Trafford Wharfside

L4 – Sustainable Transport and Accessibility

L7 – Design

L8 – Planning Obligations

R6 – Culture and Tourism

PROPOSALS MAP NOTATION

Main Employment Area and Wharfside Strategic Area

Manchester Ship Canal adjoining site to the north is identified as a Wildlife Corridor

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

TP5 – Wharfside Strategic Area

E13 – Strategic Development Sites

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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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

81509/AA/2013 - Display of 1no. under lit fascia sign to the north elevation, 1no. under lit fascia sign to the east elevation and 1no. externally illuminated fascia sign and 2no. halo illuminated fascia signs to the southern boundary wall – Currently under consideration.

81294/AA/2013 - Display of 2no. internally illuminated individual letter fascia signs to the north and east elevations, projecting from the roof of the main building, and display of non-illuminated vinyl sign to the south elevation – Approved with conditions 17/10/2013.

80838/O/2013 - Outline application for the siting of an approximately 70sqm kiosk to house a cafe/restaurant (use class A3) within the public realm area, with all matters reserved – Approved with conditions 05/08/2013.

76204/FULL/2010 - Full planning application for demolition of existing industrial building and erection of a drama production facility comprising studios, storage buildings, stage buildings, and set structures with development ancillary thereto, including security buildings, car parking, access, boundary treatment and public open space – Approved with conditions 11/11/2011.

75007/FULL/2010 - Remediation works to existing industrial site and directional drill to take cables under the Manchester Ship Canal - Withdrawn 20/10/10.

H/56588 - Erection of industrial unit and balance tank to house chemical tanks - Approved 08/09/03.

H/49635 - Temporary siting of two storey portable building to provide office accommodation - Approved 28/07/00.

H/44731 - Renewal of planning permission H/UDC/42479 (TPA 1259) for the continued use for HGV parking - Approved 23/10/97.

H/42479 - Change of use of vacant land for HGV parking – Approved with conditions 11/07/1996.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement, the information provided within this statement is discussed in the 'Observations' section below.

CONSULTATIONS

None received.

REPRESENTATIONS

None received.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The application site is located in the Wharfside Strategic Location, where the aim of Policy SL2 is to create a major mixed use area of regional and international significance, including media, leisure and residential uses.
2. The redevelopment of the site to provide a drama production facility comprising of studios, storage buildings, stage buildings and set structures with ancillary development, was established in the previous planning permission 76204/FULL/2010. This development is currently under construction. The main consideration for this application is the omission of metal cladding on the backdrop of the set structure facing Trafford Wharf Road and the impact of this on the street scene and the character of the surrounding area.

DESIGN AND APPEARANCE

3. The omission of metal cladding on the backdrop of the set structure would result in the steel framework and block work being exposed. The backdrop fronting Trafford Wharf Road has a maximum height of 14m and is situated approximately 18m away from the southern boundary. As such this backdrop is very visible from Trafford Wharf Road and Warren Bruce Road. The backdrop fronting the Dry Docks has a maximum height of 18.3m and only angled views of this structure are visible from outside of the site.
4. The applicant has detailed the need for the omission of the cladding, stating that access is required to the rear of the backdrops for maintenance, which the metal cladding would impede. They have also advised that during filming, access is sometimes required to the rear of the doors and windows within the backdrop to provide an active setting, however the cladding would prevent this. The applicant also argues that the sets are filming backdrops, not warehouses and as such have their own unique architectural merit and leaving the framework exposed gives the feeling of a working production set, which the general public are not often able to see. It is recognised that the backdrop is not a warehouse and that by not providing the cladding clearer views are achieved of the filming set from outside the site on

Trafford Wharf Road, which in turn provide visual interest that may attract visitors to this area.

5. The steel framework is currently galvanised. It is considered that if left untreated this framework could result in the appearance of an unfinished structure. The applicant has therefore agreed to paint the steelwork in a similar shade as the block work walls that would now be exposed. This is considered an acceptable solution that would soften the appearance of the frame and ensure that it would appear as an intentional feature of the structure and site overall. A condition is recommended requiring details of a colour to be agreed and for the framework to be painted.

CAR PARKING AND ACCESS ARRANGEMENTS

6. The proposed amendment would not impact on the car parking provision or access arrangements within the site and therefore would not impact on the surrounding highways.

DEVELOPER CONTRIBUTIONS

7. The applicant entered into a S106 legal agreement as part of the original planning permission 76204/FULL/2010, to secure financial contributions towards Highway Network and Public Transport Improvements and tree planting and/or a financial contribution towards the Red Rose Forest. The applicant has agreed to enter into a deed of variation in regards to this legal agreement.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

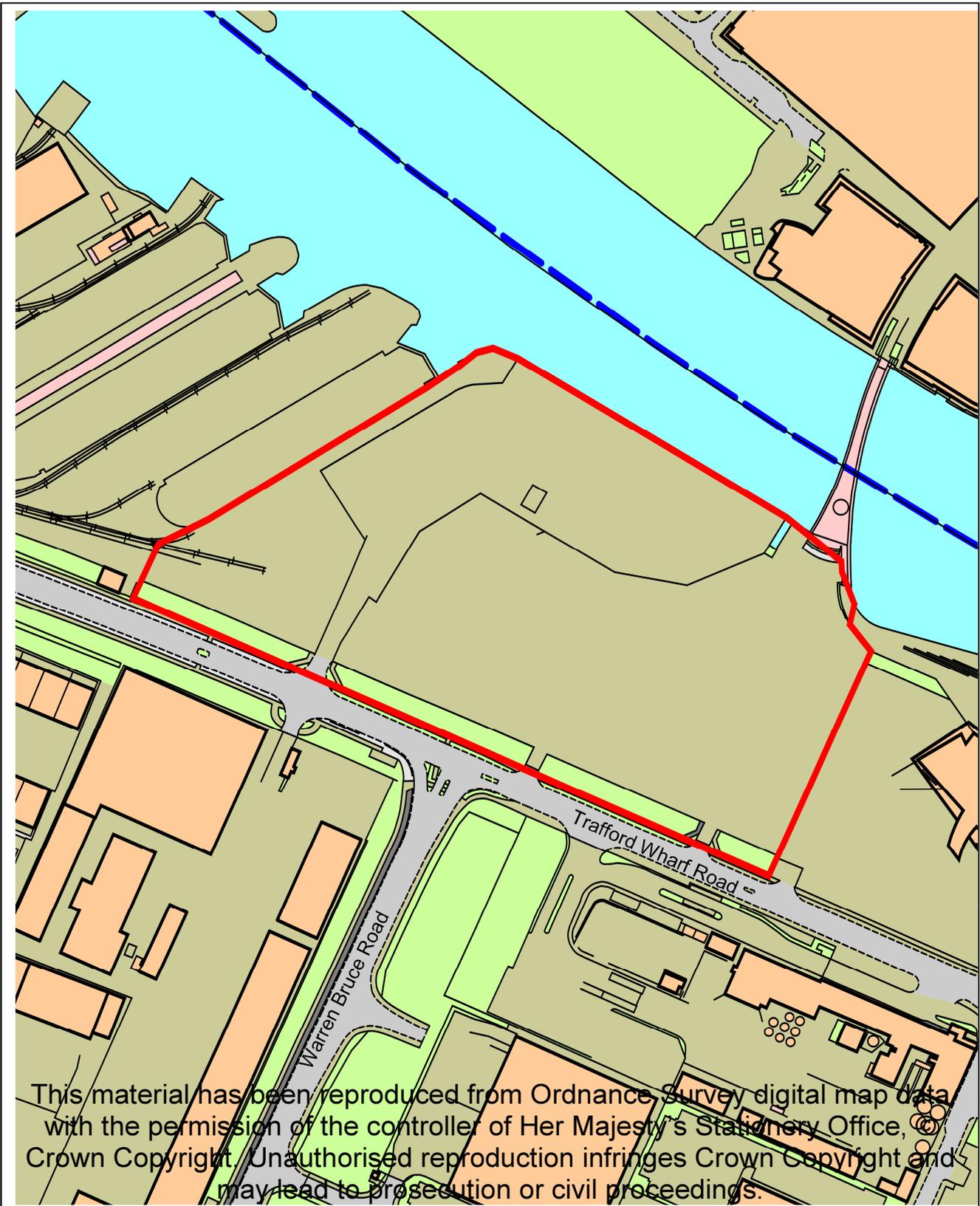
(A) That the application will propose a satisfactory form of development for the site upon completion of a deed of variation in relation to the legal agreement that formed part of the original planning permission 76204/FULL/2010 to secure a maximum financial contribution of £148,905 split between: £43,497.00 towards Public Transport; £21,708.00 towards Highway Infrastructure; £83,700.00 towards Red Rose Forest (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme);

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

1. List of approved plans
2. Car parking in accordance with the approved plan
3. Landscaping
4. Condition allowing flexibility for alterations, extensions, demolition or additions to the film set within the lot development area identified.
5. Materials in accordance with the approved schedule

6. Contaminated Land Phase 2
7. Drainage (provision of measures as recommended in FRA dated 24th January 2011)
8. Development of emergency response plan in event of flood
9. Provision of cycle/motorcycle parking
10. Wheel wash in accordance with approved details
11. Implementation of approved Travel Plan

VW



LOCATION PLAN FOR APPLICATION No: - 81180/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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ERECTION OF 32 NO. TWO AND THREE STOREY DWELLINGS WITH ASSOCIATED LANDSCAPING, ACCESS AND CAR PARKING PROVISION FOLLOWING DEMOLITION OF EXISTING INDUSTRIAL BUILDINGS.

Land at Deansgate Lane and Canal Road, Timperley

APPLICANT: Prospect (GB) Limited

AGENT: HOW Planning LLP

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

COUNCILLOR DENISE WESTERN HAS CALLED IN THE APPLICATION TO BE DETERMINED BY THE DEVELOPMENT CONTROL COMMITTEE FOR THE REASONS AS SET OUT IN THE MAIN REPRESENTATIONS SECTION OF THIS REPORT.

SITE

The application site currently consists of a vacant industrial premises comprising workshop buildings with associated office areas, car parking and storage space. The site measures 0.82ha and is sited on the corner of Deansgate Lane and Canal Road. Vehicular access into the site is from Deansgate Lane and the site is currently enclosed by brick walls and palisade fencing.

The immediate surrounding area comprises employment land with a new apartment development on the opposite corner of Deansgate Lane and houses to the south east of the site across the tram line.

PROPOSAL

It is proposed to erect 32 no. houses following demolition of the existing buildings. The houses would consist of a mix of 2, 2.5 and 3 storey buildings with 3 and 4 bedroom units. The development would incorporate a new vehicular access from Deansgate Lane with associated parking within the site.

DEVELOPMENT PLAN

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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
L2 – Meeting Housing Needs
L3 – Regeneration and Reducing Inequalities
L4 – Sustainable Transport & Accessibility
L7 – Design
L8 – Planning Obligations
W1 - Economy

PROPOSALS MAP NOTATION

Main Industrial Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

The planning application was accompanied by a Flood Risk Assessment, Desk Study Assessment, Design and Access Statement, Noise Assessment, EIA Screening Report, Ecological Survey & Assessment, Transport Statement, Residential Viability Appraisal, Geo-Environmental Assessment Report and a Supporting Planning Statement. These have been referred to in the main 'Observations' section of the report below where relevant.

CONSULTATIONS

LHA – No objection subject to dedication of land to Trafford for highways improvements. Comments have been included in the main 'Observations' section of this report below.

Environment Agency – No objection subject to conditions

Environmental Protection – No objection subject to conditions. Comments have been included in the main 'Observations' section of this report below where relevant.

Waste Management – The developer should be aware that provision must be made for the storage on site for 4 wheeled bins at each property or centralised point for euro containers for recycling at a communal point if that is preferred. The waste/recycling containers should ideally be purchased in advance of occupation, by the developer.

Consideration must be taken into account for the turning circle etc. of the large collection vehicles.

Ecology Unit – No comments have been received at the time of writing this report.

REPRESENTATIONS

Councillors

Councillors Jacki Wilkinson and Denise Western have objected to the proposal on the grounds of impact from increased traffic.

Neighbours

At the time of writing the report 5 letters of objection have been received raising the following objections:

- Development includes no improvements to Deansgate Lane or Canal Road apart from the provision of a footpath;
- Increased traffic causing a burden on businesses and residents in the immediate vicinity and Park Road;

- Detrimental impact on local road infrastructure;
- Pressure on local resources;
- Visual amenity (residential development adjacent to industrial units);
- Lack of pavement;
- New residential development may result in complaints directed towards existing and established industrial uses.

1 letter of support has been received.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The site lies within land formally designated under UDP Policy E7 as a Main Industrial Area. However, Canal Road Industrial Estate is not identified as a place for employment in Core Strategy Policy W1.3 and as this replaces UDP Policy E7, and the site is not yet formally allocated in the forthcoming Trafford Local Plan: Land Allocations, it is considered that the test set out in Core Strategy Policy W1.12 should apply. Therefore, in order for the site to be considered for a non-employment use such as residential, any proposal should demonstrate that:
 - There is no need for the site to be retained for employment purposes and it is therefore redundant;
 - There is a clear need for the proposed land use(s) in this locality;
 - There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
 - The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users; and
 - The proposed redevelopment is in accordance with other policies in the Development Plan for Trafford.
2. In addition, the advice in NPPF paragraph 22 that applications for non-employment uses on employment sites should have regard to market signals and the relative need for different land uses to support sustainable local communities is particularly relevant and should be taken into account when assessing the proposal against the tests in W1.12.
3. In terms of the market demand for an alternative employment use on this site, the applicants have detailed that the building has been actively marketed as an industrial/workshop unit since July 2012. Whilst there have been several enquiries, no offers of any substance have been made. They report that enquirers perceive the site as being within a residential area and site access to or from both Canal Road and Deansgate Lane is narrow, restricted and problematic for larger vehicles. They conclude that there are better located units within more

established industrial areas which meet modern industrial requirements although it is not stated where these may be. On the basis that there is no apparent demand for this industrial unit, it is considered that the proposal satisfies the first test in Policy W1.12.

4. In relation to the need for housing, regular monitoring has revealed that despite maintaining a five year housing land supply in accordance with government guidance, the actual rate of building is failing to meet the housing land target as expressed in Table L1 of the Core Strategy. Therefore, there exists a significant need to not only meet the level of housing land supply identified within Policy L1 of the Core Strategy, but also to make up for a recent shortfall in housing completions. In addition, the proposal will also meet the need for family housing identified across the Borough generally (Policy L2.6(d)), will contribute to meeting targets for the development of brownfield land (Policy L1.7) and will provide some much-needed affordable housing for shared ownership through a Registered Provider albeit at a reduced level for viability reasons. It is considered that, due to the combination of these needs, the proposal satisfies the second test in relation to the loss of employment land.
5. The applicant has considered a number of potential alternative sites but have concluded that none are available or suitable for the type of development proposed and therefore it is accepted that the proposal is acceptable in relation to criterion 3 of Policy W1.12 in that there are no alternative sites in the locality that can meet the need for family housing.
6. The applicant argues that the proposal is compatible with surrounding uses as there is already residential on the former Rotalac Plastics site and any noise issues from industrial uses and operations in the area can be mitigated. The proposal is therefore considered acceptable in relation to criterion 4 of Policy W1.12 where it can be proven that the proposal will not adversely affect the access and operation of any of the existing employment facilities in the area, in particular the haulage yard and auto repair facility to the east of the site.
7. The dwellings proposed are a mix of 3 and 4 bedroomed terrace, semi-detached and detached family homes. It is considered that the dwellings will contribute to broadening the local mix of house types and the supply of mid-size general market housing.
8. Having regard to the above policies it is considered that the provision of 32 new dwellings in this location is acceptable in principle. The main areas for consideration are therefore the impact on residential and visual amenity, highways and car parking.

NOISE

9. This application is for a new residential development that is situated in a location where noise from sources, including industrial and road traffic noise, could impact on future site users. A noise assessment has been provided with the application, AEC REPORT: P2756/R1A/PJK. The report confirms that noise from industrial and road traffic source will be above acceptable levels at a number of the proposed plots. The reports confirms that mitigation measures are required to ensure that noise levels inside residential properties and within gardens meet the criteria specified within the noise assessment. Conditions are recommended to address these comments.

CONTAMINATED LAND

10. A Desk Study Report was carried out in December 2012. Further investigation has been carried out on site as detailed in the Geo-Environmental Assessment Report submitted with this application. In relation to contamination, the report concludes that:
 - The site has relatively low levels of metal and PAH contamination, a cover system in gardens is recommended;
 - A watching brief for unidentified contamination should be maintained through the development;
 - The most suitable foundations are considered to be vibro compaction, with shallow reinforced strip footings.
 - Further investigation should be undertaken in the vicinity of the fuel tank once this structure and the adjacent building have been removed.
11. No comments have been received from Pollution and Licensing with regard to contamination. Any comments received will be reported in the Additional Information Report.

RESIDENTIAL AMENITY

12. With the exception of the distances between the blank side and front elevations of plots adjacent to the entrance to the site from Deansgate Lane which fall short of the Council's recommended distances for overshadowing by 1.5 metres, the properties comply with the Council's Supplementary Planning Guidance for New Residential Development.
13. The development retains in excess of 21 metres between the houses and the existing flats on the opposite side of Deansgate Lane.
14. Not all of the properties have a garden of 85 sq m or more nevertheless it is considered that adequate amenity space is provided.

DESIGN AND VISUAL IMPACT

15. The development has been designed with two main frontages facing out onto the Canal Road and Deansgate Lane elevations with a focal point provided by an apartment building sited on the corner of these two roads.
16. Access into the site is provided from Deansgate Lane. Further housing is to be provided within the site along with the associated parking for all properties. From the access road the road loops providing access to the parking to the rear of the properties fronting Canal Road and Deansgate Lane. Further properties are located towards the rear of the site in two small terraced rows, a terraced row along the south eastern boundary and 4 no. properties in the middle of the access road.
17. The Canal Road frontage in particular has been designed to allow views through the site, and also allowing views out to the canal opposite.
18. The scale, design and materials of the properties is considered to be appropriate to the surrounding area. The flats on the opposite corner of Deansgate Lane are 3-4 storey and the proposal would not be overly dominant or dense in comparison with these neighbouring residential properties and other commercial and industrial premises nearby.
19. Amended plans have been requested with walls sought to the rear gardens especially where they border communal drives and access areas. 1.2m high railings are proposed to the Canal Road and Deansgate Lane frontages which are considered to be appropriate within the streetscene.

HIGHWAY SAFETY AND PARKING PROVISION

20. To meet the Council's car parking standards two car parking spaces should be provided for three bedroom dwellings and three car parking spaces should be provided for four bedroom dwellings. The parking standards have been met throughout the site and therefore on parking grounds there are no objections in principle.
21. The trip generation submitted indicates that the proposed residential units will generate less traffic than the existing industrial uses and the vehicles accessing the site will primarily be smaller and therefore on this basis there are no objections on trip generation grounds. It is felt that the proposals would result in a reduction in trips to the site overall.
22. Access to the site itself is to be from Deansgate Lane. A number of neighbour consultations received have raised objection on the grounds of lack of pavement and narrow access to the site along Canal Road.

The road is narrow and only allows one way working at points with the bend on the corner of Deansgate Lane and Canal Road and passing under the bridge being particularly problematic.

23. The LHA has undertaken work in the past to improve Canal Road with short term and long term improvements. The redevelopment of this site has provided an opportunity to make some of the long term improvements to Canal Road possible. The proposals include a footway around the extents of the site and the design allows for a possible future road widening scheme to be implemented. Land required for the highway improvements and footway installation are to be sold to Trafford Council. The Viability Report submitted in connection with the application has taken into account the value of this land which is to be deducted from the S106 contribution requirement. The maintenance responsibilities of the footway and highway will then change to Trafford Council rather than the applicant.

24. A Section 278 agreement should be put in place to arrange for the delivery of these footway and highway improvements and agreed with Trafford Councils Highways Department. These works should be carried out by the LHA at the applicants cost or by the applicant under the LHA's supervision.

DEVELOPER CONTRIBUTIONS

25. 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	13	0	13 units
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£4,340.00	£3,960.00	£380.00
Public transport schemes (including bus, tram and rail, schemes)	£8,596.00	£4,520.00	£4,076.00
Specific Green Infrastructure (including tree planting)	£26,040.00	£15,500.00	£10,540.00
Spatial Green Infrastructure, Sports	£104,296.22	£0.00	£104,296.22

and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).			
Education facilities.	£249,755.71	£0.00	£249,755.71
Total contribution required.			£369,047.93 + 13 affordable units

26. The applicant has submitted a Viability Appraisal which has been carefully assessed by officers including the Council's Principal Surveyor. This appraisal demonstrates that the financial contributions required under SPD1 would render the scheme financially unviable. The scheme would still be viable with a contribution of £150,000 with 4 no. affordable housing units as offered by the applicants with the suggestion that £70,000 of this could be used for the purchase of a strip of land to the front of the site on Canal Road for highways improvements. This piece of land would enable the Council to improve the Canal Road highway at some future date. Such a scheme is a long-term aspiration of the LHA and is likely to offer improved access and highway safety at some point in the future for future residents of this site and other sites that come forward along Deansgate Lane and Canal Road.

27. Confirmation as to whether the Council wishes to purchase this land will be provided in the Additional Information Report. In the event that this is accepted, it is proposed that the remaining £80,000 is split proportionally between Specific Green Infrastructure, Spatial Green Infrastructure and Education.

28. In the event that market conditions improve by the time the development is completed and the developer realises a profit in excess of that predicted in the submitted financial viability appraisal, for example if the development costs are lower than anticipated and/or the sales prices higher, an increase level of contributions should be sought up to a maximum amount of the contribution cap. It is therefore recommended that the legal agreement should incorporate an overage clause to secure an appropriate level of contributions in the event that the developer realises a profit in excess of that predicted in the current financial appraisal.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

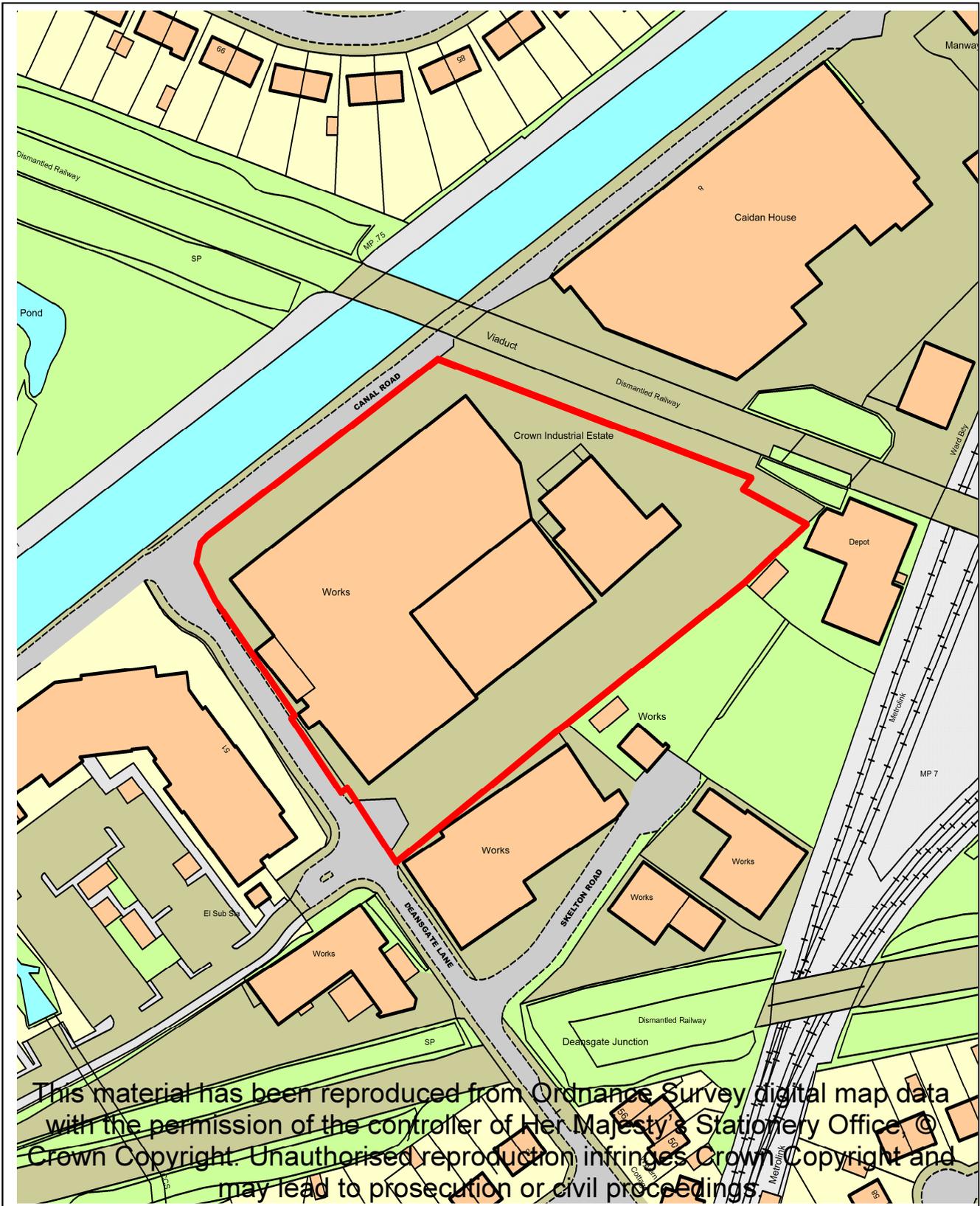
(A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a

maximum financial contribution of £150,000 split between: £70,000 towards Highway and Active Travel infrastructure and Public Transport Schemes; £2,320 towards Specific Green Infrastructure (to be reduced by £310 per tree planted on site in accordance with an approved landscaping scheme); £22,880 towards Spatial Green Infrastructure, Sports and Recreation; and £54,800 towards Education Facilities. This legal agreement will incorporate an overage clause to secure an “appropriate level” of contributions in the event that the developer realises a profit in excess of that predicted in the current viability appraisal up to a maximum of £369,047.93 plus 13 affordable housing units (or sum in lieu thereof).

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

1. Standard Time Limit
2. List of Approved Plans
3. Materials to be submitted
4. Landscaping
5. Landscaping Maintenance
6. Obscure glazing
7. Removal of PD – extensions, new windows, dormer windows
8. All areas for the manoeuvring and parking of vehicles shall be made available for such and retained at all times
9. Contaminated land Phase 2 report

JE



LOCATION PLAN FOR APPLICATION No: - 81212/FULL/2012
 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: Village

81313/FULL/2013

DEPARTURE: No

ERECTION OF 8NO. 2 BEDROOM HOUSES AND ASSOCIATED CAR PARKING AND EXTERNAL WORKS.

The Grange, Grange Avenue, Timperley, WA15 6DS

APPLICANT: Great Places Housing Group

AGENT: T & G Associates Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site is currently vacant. It was formerly used as a playground which was vandalised and subsequently removed due to being poorly designed and located.

The site is in an area of protected open space and protected linear open land as identified in the Trafford Council Proposals Map and Policy OSR5 and OSR6 of the Trafford UDP.

To the north of the site lies a large area of open playing fields with several football pitches. To the west, lies a recent development of affordable homes consisting of 12 no. 2 bedroomed apartments and 12 No. 2/3 bedroomed dwellinghouses with associated car parking and to the south are residential properties. The general character of the area is residential.

Mature trees and bushes are located to the north, east and south bounding the perimeter of the site.

PROPOSAL

Permission is sought for the erection of 8 no. 2 bedroom dwelling houses with associated car parking, access and landscaping within the site. The proposed scheme would consist of 100% affordable housing provided by Great Places Housing Group.

Amended plans have been submitted to show an increase in parking from 8 spaces to 10 spaces, all within the curtilages of the proposed houses.

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
 L5 – Climate Change
 L7 – Design
 L8 – Planning Obligations
 R2 – Natural Environment
 R3 – Green Infrastructure
 R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Protected Linear Open Land
 Wildlife Corridor
 River Valley Floor Plain

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 – Protection of Open Space
 OSR6 – Protected Linear Open Land

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

CONSULTATIONS

LHA – The proposals are for 8 two-bedroom houses, to meet the Council's car parking standards the provision of two parking spaces are required per dwelling therefore the provision of 16 car parking spaces are required overall. The proposals offer just 8 spaces and these are arranged in such a way that they remove any available parking not only on the frontage of the site but for the properties located opposite. This stretch of Grange Avenue is exceptionally narrow and the LHA's concerns are that not only do the proposals fall short of the Council's car parking standards for the proposed units but that they will displace existing car parking and potentially cause residential disamenity for neighbouring uses. The proposals are not acceptable on highways grounds in its current form.

Strategic Planning and Developments – Any comments will be included in the Additional Information Report.

Contaminated Land - Any comments will be included in the Additional Information Report.

REPRESENTATIONS

Neighbours - 3 letters were received from different parties. The main planning related points contained therein are summarised below:

- Site is a greenfield site and this is contrary to planning policy PPS3 which states that only in exceptional circumstances can greenfield sites be used for development even for 100% affordable housing.
- Site is a park not a building site
- The proposal includes the removal of several trees which goes against several policies contained within the Core Strategy.
- The addition of new houses on Grange Avenue completed this year has already seen an increase in noise levels and cars speeding down Grange Ave sometimes not stopping at the junction with Fairywell Road.

- Parking on pavements and noise from car users
- Loss of privacy and amenity to 184 Fairywell Road.
- Trust the Council has considered the impact on local services such as primary schools and medical practices.
- Anti-social behaviour and burglaries

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Housing

1. The application proposes the erection of 8 two-bedroom affordable dwellinghouses. Annexe 2: 'Glossary' of the National Planning Policy Framework explicitly excludes recreational grounds from being classed as 'previously developed land' (PDL) and as such, the application site falls to be classed as undeveloped, or 'greenfield' land which will need to be assessed against Policy L1 of the Core Strategy.
2. The application involves a housing tenure that assists in meeting the needs of the Borough as set out in the Council's Housing Strategy and Housing Market Assessment and which is as identified in Policy L2 of the Core Strategy. The scheme will be 100% affordable in its provision and as such, will significantly assist with the Council's commitment to affordable provision in the Borough and is in general conformity with Policy L2.
3. The criteria of Policy L2 outlines the objective to work in partnership with developers and other housing providers to address housing requirements (including local needs and affordable housing needs) to ensure a mix of appropriate house type, sizes, tenure and price in achieving housing provision. The application site is located close to regular bus routes and as such is considered as being within an 'accessible' area as defined by SPD 1: Developer Contributions to Highway and Public Transport Schemes.
4. The NPPF states that the Government's key housing objective is to increase significantly the delivery of new homes and that the planning system should aim to deliver a sufficient quantity, quality and range of housing consistent with the land use principles and other policies of the NPPF.
5. Having regard to the above, the proposed development of the application site for affordable housing is considered to be acceptable in accordance with Core Strategy Policies L1 and L2, and the NPPF.

Loss of Protected Open Space

6. The NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
 - An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
7. Policy R5 of the Core Strategy specifically states that the Council will seek to address key areas of deficiency in quality and quantity of open space and indoor/outdoor leisure provision, in accordance with the recommendations and priorities of the Greenspace Strategy, the Leisure Management Review, Greenspace Assessment of Need, Outdoor Sports Facilities Study, and other associated reviews and studies. Specifically, the Council intends to protect existing and secure the provision of areas of open space and outdoor sports facilities and to protect and improve the quality of open space and outdoor sports facilities so they are fit for purpose.
8. Specific to this application, at paragraph 25.17 of policy R5 of the Core Strategy, it states that “an unacceptable loss of open space, sport or recreation facilities is deemed to be that which leads to a loss in quantity which could not be replaced with an area of equivalent or better quality in a suitable location to meet present and predicted future demand.”
9. The land is allocated protected open space (Protected Linear Open Land (OSR6) and Protected Open Space (OSR5)) on the UDP Proposals map that accompanies the Adopted Core Strategy until replaced by The Land Allocation Plan. It is noted however, that the site represents only a small percentage of the associated area of protected open space and is located at the southern extremity of the allocation. Nonetheless, in the absence of specific details to the contrary, the application technically contravenes Policy R5 as set out above.
10. It is accepted that the existing playground was vandalised due to its poor design and location. However, the site could provide for alternative open space use to meet future needs. In considering alternative open space use, Policy R5 allows for development that offers a replacement open space to address deficiencies and needs particularly in relation to better quality.

11. Assuming that the planning application is considered acceptable in all other planning terms, the applicant would need to satisfactorily mitigate the loss of open space. It is considered that a payment by means of a Legal Agreement of £40,000 would provide adequate compensation for its loss and would enable the improvement of facilities on the adjacent playing fields in accordance with Core Strategy Policy R5.
12. It is considered that the figure of £40,000 is sufficient in this particular case to assist in mitigating the loss of the play area in accordance with policy R5 of the Core Strategy, by providing the opportunity to invest in other new or existing facilities in the catchment area. This could be secured through a s106 Legal Agreement (see below). As such, and in light of the above, the proposed development is considered acceptable in principle, subject to the normal planning considerations.

DESIGN, LAYOUT AND APPEARANCE

13. The site was a former play area, which is now in a poor state with the equipment removed. In light of this, it is considered that appropriate redevelopment of the existing site would have a positive impact on the wider environment in the locality.
14. The amount of development proposed within the site means that one of the proposed residential properties will be located 4m from the rear boundary with No. 184 Fairywell Road. There is currently a significant level of planting forming screening along this boundary. Replacement planting including silver birch, alder and redspire callery pear along this boundary is proposed.
15. In addition landscaping is proposed to the front and rear of the properties, and immediately outside the site to the north. Should the application be approved, a landscaping condition is recommended requiring the applicant to submit a further scheme for hard and soft landscaping on the site and to identify new and replacement tree planting.
16. The proposed dwellings would be in the form of two terraces of 4 houses – 8 in total. They would be of traditional design being pitched roof and using brick and roof tiles. It is considered that they would be of an appropriate design and scale (2 storey properties) which reflect the scale and form of some of the existing residential properties in the wider area and the houses and apartments recently constructed in Grange Avenue. Each property would have its own private rear garden with front garden areas mostly given over to car parking with a little space for landscaping.
17. In its current state, it is considered that this derelict site, provides little positive contribution to the aesthetics of the surrounding area and that the proposed development would bring this piece of land back into use in a way that would positively contribute to the existing street scene

and character of the surrounding area. This is in accordance with Policy L7 of the Core Strategy which states that development must make best use of opportunities to improve the character and quality of an area and enhance the street scene.

18. In light of the compact nature of the proposed development and the limited private garden space, it is considered that permitted development rights for extensions should be removed from the proposed dwelling in the scheme. This would safeguard visual and residential amenity in the area.

RESIDENTIAL AMENITY

19. It is considered that the only property directly affected by the proposed development is 184 Fairywell Road, which lies immediately to the south of the application site. The Council's Guidelines for New Residential Development indicate that normally a minimum distance of 15m should be provided between a main elevation facing a two storey blank gable. Whilst in this case, the end of the new terrace of properties would be less than this from No. 184, (approximately 12m) the relationship of the properties is staggered and angled such that any impact would be minimised. It is considered that with adequate replacement planting the development would not result in undue overshadowing or loss of amenity. The proposal includes the erection of a fence 2.1m high incorporating a 300mm trellis and planting along the boundary of a silver birch, alder and redspire callery pear. It is considered that this would provide adequate screening.
20. The proposal seeks to provide a tight, compact, affordable development. The nature of the development is such that the relationship between the proposed dwellings is considered sufficient and in terms of overlooking, overbearing and loss of privacy, the proposal is considered acceptable.
21. Trafford Planning Guidelines: *New Residential Development* advises that most new dwellings should provide some private outdoor space, which does not include front or side garden areas open to views from roads, nor space needed to comply with parking standards. These guidelines further advise that around 80m² of garden space will normally be acceptable for 3 bedroom semi-detached houses in an area of similar properties. Smaller houses may be acceptable with somewhat less. The proposed 2 bedroom dwellings would have rear gardens ranging in size from 55m² to circa 90m², Whilst it is recognised that the area of the rear gardens of a number of the plots are less than the recommended size, they are generally in line with the size of neighbouring rear gardens in Fairywell Road. It is therefore considered that an adequate level of amenity space would be provided to serve the proposed dwellinghouses.

HIGHWAYS ISSUES AND PARKING

22. To meet the Council's car parking standards the provision of 2 car parking spaces should be made per unit and therefore 16 car parking spaces would need to be provided to meet the Council's car parking standards. The amended plans indicate that 6 of the houses would provide 1 space in the front garden whilst the two end houses would each provide 2 spaces within the front garden area – 10 spaces in total.
23. The Local Highway Authority considers that the proposals are not acceptable on highways grounds in the current form due to unacceptable parking provision. This stretch of Grange Avenue is exceptionally narrow and as the proposals will fall short of the Council's car parking standards and will displace car parking they will cause residential disamenity for neighbouring residents. The arrangement also removes any available on street parking not only on the frontage of the site but for the properties located opposite.
24. The Council's Supplementary Planning Document SPD3: Parking Standards and Design Section 5.5 sets down that the Council's residential parking standards will be applied to all forms of residential development and that the primary concern of the Council's residential parking standards in this respect is to protect on-street amenities from inappropriate parking to ensure that residential streets remain functional for all users. Parking provision which meets the maximum standard will be appropriate in most circumstances. It is recognised that although proximity to non-car modes and local facilities does have an effect on the level of car use from residential developments, the effect on car ownership is usually significantly less pronounced for the majority of locations. The critical issue for residential parking is car ownership rather than car use and generally, the movement to increase sustainable travel within the UK does not attempt to reduce car ownership but to increase the use of alternative modes for journeys where this is feasible.
25. SPD3 also advises that residential car parking below the maximum standard will only be allowed where there will be no adverse impact on on-street parking arising from the development this may be because one or more of the following criteria are met.
 - i. There is sufficient capacity for on-street parking without detrimentally affecting the safety and convenience of other residents and occupiers and road users.
 - ii. The developer can demonstrate that satisfactory sustainable travel measures including residential travel plans are proposed and how they will be implemented.
 - iii. There is no on-street parking permitted in the vicinity of the development (so there is no potential for on-street parking to

detrimentally affect the safety and convenience of other residents and occupiers).

iv. The development includes garage spaces (see section 5.7).

v. The development meets other planning objectives and would not unacceptably worsen the parking situation.

The proposal would not appear to meet the above criteria. It could be concluded that the provision of affordable housing meets other planning objectives, however the applicant has not demonstrated that the development would not unacceptably worsen the parking situation in the area.

26. The applicant considers that the level of parking provided within the development is appropriate and is in line with the level of provision on their recent development on the adjacent site. It has been suggested that the applicants use land within their site boundary (to the southern end of the proposed houses) which in part will also be used as a pumping station to provide additional parking. They consider that the additional cost of purchasing the land and maintaining it would impact on the viability of the scheme. Furthermore it is understood this has not formed part of the land sale agreement with the Council and the applicant is concerned that given tight timescales the incorporation of this land within the site might result in loss of funding for the scheme.
27. Whilst there is a shortfall in parking provision as part of this development, it is considered that on balance, considering the benefits of the development of an affordable housing scheme and also the limited harm likely to result from the shortfall, that in this case the level of parking is considered to be acceptable.
28. Although concern has been expressed from a local resident in respect of additional speeding traffic resulting from the Phase 1 development in Grange Avenue, it is considered that an additional 8 dwellings would not significantly add to the number of vehicles using the roads in the vicinity of the site.
29. There is an existing worn tract which comes out at the rear corner of 184 Fairywell Road and is one of numerous "unofficial" access/egress points around the perimeter of the fields and therefore is not necessarily assumed to be an "unrecorded public right of way". The recreational users of the field have a more obvious and established point of access at the end of Grange Avenue which is only a short extra distance away and as such there are likely to be less visitors to the field wishing to park on Grange Avenue. There are no objections to the loss of this unofficial access which would be the result of the development.

DEVELOPER CONTRIBUTIONS

30. Planning obligations under s.106 of the Town and Country Planning Act 1990 (often in the form of financial contributions) are sought in order to mitigate impacts on infrastructure and where development proposals create a need for additional or improved community services and facilities without which the development could have an adverse effect in social, economic or environmental terms.
31. Following the adoption of the Core Strategy, the Council adopted a new Supplementary Planning Document (SPD 1 Planning Obligations) on 27th February. Paragraph 2.4.2 of SPD1 confirms that: "The Council will grant 100% relief from the Trafford Development Contribution (TDC) in relation to affordable housing developed by or on behalf of Registered Providers (RPs). The TDC may require developers to complete s106 agreements to secure the payment of contributions in the event that the relevant properties cease to be affordable."
32. Given that this application is for 100% affordable housing on behalf of a Registered Provider (Great Places), the normal contributions do not apply here. A planning condition could ensure that the site remains 100% affordable going forward. However, in light of the proposed loss of protected open space as a result of this planning application, it is clear that there would be a specific requirement to mitigate the loss of such. As such, and in light of the site specific considerations of this application, a figure of £40,000 has been agreed with the applicant as appropriate to mitigate the loss of the play area to contribute to facilities on the adjacent playing fields. This figure should be secured through a s106 Legal Agreement.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

- (A). That the application will propose a satisfactory form of development for the site subject to the completion of an appropriate Legal Agreement to secure a financial contribution of £40,000 to contribute towards facilities on adjacent playing fields.
- (B) 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 plans
 3. Affordable housing
 4. Materials to be submitted
 5. Removal of Permitted Development Rights for extensions and for boundary treatment in excess of 1m (height) sited within front garden areas or around identified parking areas.
 6. Provision and retention of car parking spaces
 7. Permeable surfacing of hard standing for car parking

8. Submission of tree protection scheme.
9. Retention/replacement of existing trees
10. In accordance with submitted landscaping scheme
11. Landscape maintenance schedule.

CMR



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LOCATION PLAN FOR APPLICATION No: - 81313/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: Davyhulme
East**

81403/FULL/2013

DEPARTURE: No

CREATION OF 653 SPACE SURFACE LEVEL CAR PARK, ASSOCIATED LIGHTING AND LANDSCAPING.

Land adjacent to Barton Square, Phoenix Way, Davyhulme, M17 8AS

APPLICANT: Barton Square Limited

AGENT: Deloitte LLP

RECOMMENDATION: GRANT

SITE

The application relates to a roughly rectangular site, approximately 1.6 ha in area at the northeastern end of Phoenix Way and accessed off a roundabout on Phoenix Way which also serves the existing Barton Square car park and the Event City parking areas. The site is currently covered in hardstanding. The Bridgewater Canal runs northwest to southeast adjacent to the northeastern boundary of the site with intervening embankment and line of trees and shrubs. The site is adjoined on the south-western side by Event City and associated car parking and on the northwestern side by the existing Barton Square car park. To the southeast is warehousing and office development with intervening mature vegetation.

PROPOSAL

Creation of surface level car park. The site will be surfaced and demarcated to provide 653 spaces. The car park would be accessed off the roundabout at the end of Phoenix Way and no new access to Phoenix Way is proposed.

The details also include 4 no. 20 metre mast lighting columns and 3 no. 14 metre high decorative lighting columns to match those already at the Barton Square development. The fencing at the site would remain as per the existing arrangements.

The plans have been amended since they were originally submitted to include 20 trees within the car park.

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

Strategic Location - SL4 – Trafford Centre Rectangle

W1 – Economy

W2 – Town Centres and Retail

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R2 – Natural Environment

PROPOSALS MAP NOTATION

Trafford Centre and its Vicinity

Consolidation, Improvements and Modernisation

Extensions to Metrolink

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

TCA1 – The Trafford Centre and its Vicinity

T11 – High Quality Public Transport Network Improvements

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/45187 – Use of vacant land as a car park – Approved for a temporary period expiring on 30th September 1998 – February 1998

While not directly related to this site, the following applications are also of relevance to this application for the reasons set out in the 'Observations' section.

79105/VAR/2012 - Variation of Conditions 7, 8, 9 of application H/62750 to vary floorspace restriction (increase of 10, 386 sq.m floorspace through use of existing non retail floorspace and insertion of mezzanine floorspace at levels 2 and 3), to allow for 8,824 sq.m floorspace to be used for general non food retailing including the sale of clothing and footwear, fashion accessories (including jewellery), cosmetics, toiletries and pharmaceutical products, and ancillary sales of books, newspapers, magazines (up to a maximum of 5% of the sales area) and to restrict the proposed additional retail floorspace from future sub division – Approved Subject to Conditions May 2013

79106/VAR/2012 - Variation of Conditions 4, 5 and 6 of application 76915/FULL/2011 to vary floorspace restriction (increase of 10, 386 sq.m floorspace through use of existing non retail floorspace and insertion of mezzanine floorspace at levels 2 and 3), to allow for 8,824 sq.m floorspace to be used for general non food retailing including the sale of clothing and footwear, fashion accessories (including jewellery), cosmetics, toiletries and pharmaceutical products, and ancillary sales of books, newspapers, magazines (up to a maximum of 5% of the sales area) and to restrict the proposed additional retail floorspace from future sub division – Approved Subject to Conditions - May 2013

APPLICANT'S SUBMISSION

The application is accompanied by a Design and Access Statement, Flood Risk Assessment and Transport Statement which will be referred to as necessary in the Observations section below.

CONSULTATIONS

LHA – Revised plans have been submitted that indicate pedestrian paths through the site and 653 car parking spaces.

The car park is accessed in an acceptable way and there is pedestrian access across the access roads via zebra crossings and therefore on these grounds there are no objections to the proposals on highways grounds subject to the provision of adequate drainage facilities or permeable surfacing being used on the area of hard standing to ensure that localised flooding does not result from these proposals.

Built Environment – The flood risk assessment provided does make reference to the SFRA2 but does not detail how the run off will be dealt with. A suitably worded condition referring to SFRA would suffice at this stage.

Pollution and Licensing –

Contaminated Land – No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

Nuisance – The EPUK publication Development Control: Planning for Air Quality (2010) advises that proposals that include significant new car parking, will require an air quality assessment to be submitted to demonstrate the likely changes in air quality or exposure to air pollutants, as a result of a proposed development. However in view of the large distances to nearby residential receptors, it is unlikely that impacts will be significant, so I do not require the report for this development.

GM Police (Design for Security) – No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

Environment Agency – No objection in principle to the proposed development. The proposed development will only be acceptable if the following planning condition is imposed:

‘The development hereby permitted shall not be commenced until such time as; a scheme to limit the surface water run-off generated by the proposed development, has been submitted to and approved in writing by the local planning authority.

Reason. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.’

The discharge of surface water from the proposed development is to be reduced compared to that which discharges from the existing site. The above SFRA User Guide is to be referred to. For discharges above the allowable rate, attenuation will be required for up to the 1% annual probability event,

including allowances for climate change. Discharge of surface water into Bridgewater Canal, as proposed in the submitted Flood Risk Assessment (FRA) from Capita Symonds (Revision 1 dated 13th August 2013), is acceptable in principle. It is likely that permission for this is required from the Canal owner (Manchester Ship Canal Company/Peel Holdings).

The discharge of surface water should, wherever practicable, be by Sustainable Drainage Systems (SuDS). SuDS, in the form of grassy swales, detention ponds, soakaways, permeable paving etc., can help to remove the harmful contaminants found in surface water and can help to reduce the discharge rate.

United Utilities – No objections subject to the following conditions:-

‘The site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the nearby surface water drain to meet the requirements of the NPPF and Building Regulations’

‘No surface water from this development is to be discharged either directly or indirectly to the combined sewer network.’

REPRESENTATIONS

None

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT AND BACKGROUND

1. When planning applications 79105/VAR/2012 and 79106/VAR/2012 (details set out in full under the ‘site history’ section), were approved in May 2013 to allow the insertion of mezzanine floorspace at Barton Square, conditions were attached to both approvals requiring that the approved retail floorspace should not be occupied for retail purposes until an additional 305 car parking spaces together with 52 cycle parking spaces and 21 motorcycle parking spaces have been provided and marked out in accordance with details that have been approved by the Local Planning Authority, and that the existing car parking spaces and the additional 305 car parking spaces together with the 52 cycle parking spaces and 21 motorcycle parking spaces shall be retained thereafter and made available at all times that the retail units are open to the public.
2. The current application seeks to surface and demarcate the application site to provide 653 spaces. If approved, this would provide more parking than is set out in the requirements of the conditions attached to 79105/VAR/2012 and 79106/VAR/2012 and would therefore also provide significant additional car parking, which would be available for users of

Barton Square and EventCity during periods of particularly high parking demand.

3. The site is allocated on the Revised Trafford UDP Proposals Map as 'Trafford Centre and its Vicinity, Consolidation, Improvements and Modernisation' and 'Extensions to Metrolink'.
4. While the proposed Metrolink route is indicated across the site, the proposed line of the Metrolink route is highly likely to be amended and it is not therefore considered that the proposal would be contrary to Proposal T11 of the Trafford Revised UDP. In any case the nature of the proposed use is such that it is unlikely to prejudice the delivery of Metrolink. It is considered that as the proposals relate directly to parking provision for Barton Square and to some extent Event City, it is in accordance with TCA1 – The Trafford Centre and its Vicinity which supports consolidation, improvement and modernisation.
5. The site lies within the Strategic Location SL4 (Trafford Centre Rectangle) and it is considered that the provision of parking required to support new retail floorspace within the existing Barton Square development is consistent with the aims of Policies W1 – Economy and W2 – Town Centres and Retail in that it supports new retail floorspace development that already has the benefit of planning permission but would not result in any large scale extensions to the Trafford Centre.

HIGHWAY & DRAINAGE ISSUES

6. The Local Highway Authority has raised no objections to the proposed car park as it is accessed in an acceptable way and the site includes pedestrian provision through the car park linking to existing footways and pedestrian crossings which will result in safe and convenient pedestrian routes between the site and the adjacent sites, Barton Square and Event City.
7. In order to satisfy the condition attached to planning approvals 79015/VAR/2012 and 79106/VAR/2012, an additional 305 car parking spaces, 52 cycle spaces and 21 motorcycle spaces were required to be provided. The site will provide enough car parking to satisfy the conditions as well as additional car parking which would be available for users of Barton Square and Event City during periods of particularly high parking demand. The cycle and motorcycle parking requirements will be accommodated within the curtilage of Barton Square.
8. No new vehicle trips will result directly from this application and it is therefore considered that the proposal complies with Policy L4 – Sustainable Transport and Accessibility of the Trafford Core Strategy.

RESIDENTIAL AMENITY ISSUES

9. The site is located adjacent to existing car parking areas and retail and warehousing developments. The site is well screened from the adjacent canal and there are no residential developments in close proximity and therefore it is not considered that the proposal would have a material impact on residential amenity.

DESIGN AND LANDSCAPING

10. The site is currently hardsurfaced and has little positive contribution to the area in visual terms. The proposed car park would be resurfaced and properly demarcated and include pedestrian links and the planting of 20 trees and strips of landscaping along the northeastern and southwestern edges of the site. It is therefore considered that this represents an improvement on the current situation and subject to a landscaping condition which requires the inclusion of the 20 trees that the proposal is therefore compliant with Policies L7 and R2 of the Trafford Core Strategy.
11. The design of the proposed lighting columns is considered acceptable and is in keeping with existing lighting on adjacent sites.

PLANNING OBLIGATIONS

12. As this is a surface level car park and does not create additional floorspace or additional vehicle trips it is not considered that any planning obligations are required for the development.

RECOMMENDATION: GRANT subject to the following conditions

1. Standard Time
2. Compliance with plans
3. Landscaping (including 20 trees)
4. Lighting
5. Notwithstanding the plans hereby approved and prior to the commencement of development, a drainage scheme to limit the surface water run-off generated by the development and following the general principles for new developments contained in the "Manchester City, Salford City and Trafford Council's Level 2 Hybrid Strategic Flood Risk Assessment" March 2010/March 2011 and the accompanying "User Guide" May 2010 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first occupation of the development hereby approved and shall be retained and maintained thereafter.
6. Wheelwash

JJ



LOCATION PLAN FOR APPLICATION No: - 81403/FULL/2013
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CONSERVATION AREA CONSENT FOR DEMOLITION OF EXISTING WALLS AND GATES.

Lower Market Place, Central Way, Altrincham.

APPLICANT: Altrincham Forward Town Team

AGENT:

RECOMMENDATION: GRANT

SITE

The application relates to the existing Lower Market site in Altrincham town centre. This covers an area of approximately 1790 sq.metres bounded by Shaws Road to the north-east and Central Way to the south-east; part of Central Way is within the application site. To the north-west are commercial properties and a conservative club fronting Greenwood Street whilst to the south-west are the backs of properties on Greenwood Street and Central Way.

The site is within Altrincham Town Centre and is also within the Old Market Place conservation area. It is adjacent to the George Street conservation area (which is to the east). The site has long been used as part of the Altrincham Market and comprised temporary stalls.

PROPOSAL

The application seeks consent for the demolition of the boundary wall marking the boundary between the market area and Central Way/Shaws Road.

The wall has been demolished to allow for commencement of surfacing works that have commenced on site in association with wider proposals for the Lower Market.

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

R1 – Historic Environment

L7 - Design

W2 – Town Centres and Retail

PROPOSALS MAP NOTATION

Town and District Shopping Centre

Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas

S6 – Development in Altrincham Town Centre

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

81536/FULL/2013 – Erection of market canopy, lock-up retail market units and storage unit, timber fencing and associated works as part of the

refurbishment of Lower Market Place. Reported elsewhere on this Agenda item.

H/67438 – Creation of new vehicular access to be formed in existing wall together with installation of gate and dropped kerb. Approved 22 August 2007.

CONSULTATIONS

English Heritage – No comments to make.

REPRESENTATIONS

Neighbours – 2 letters received raising concerns as follows:-

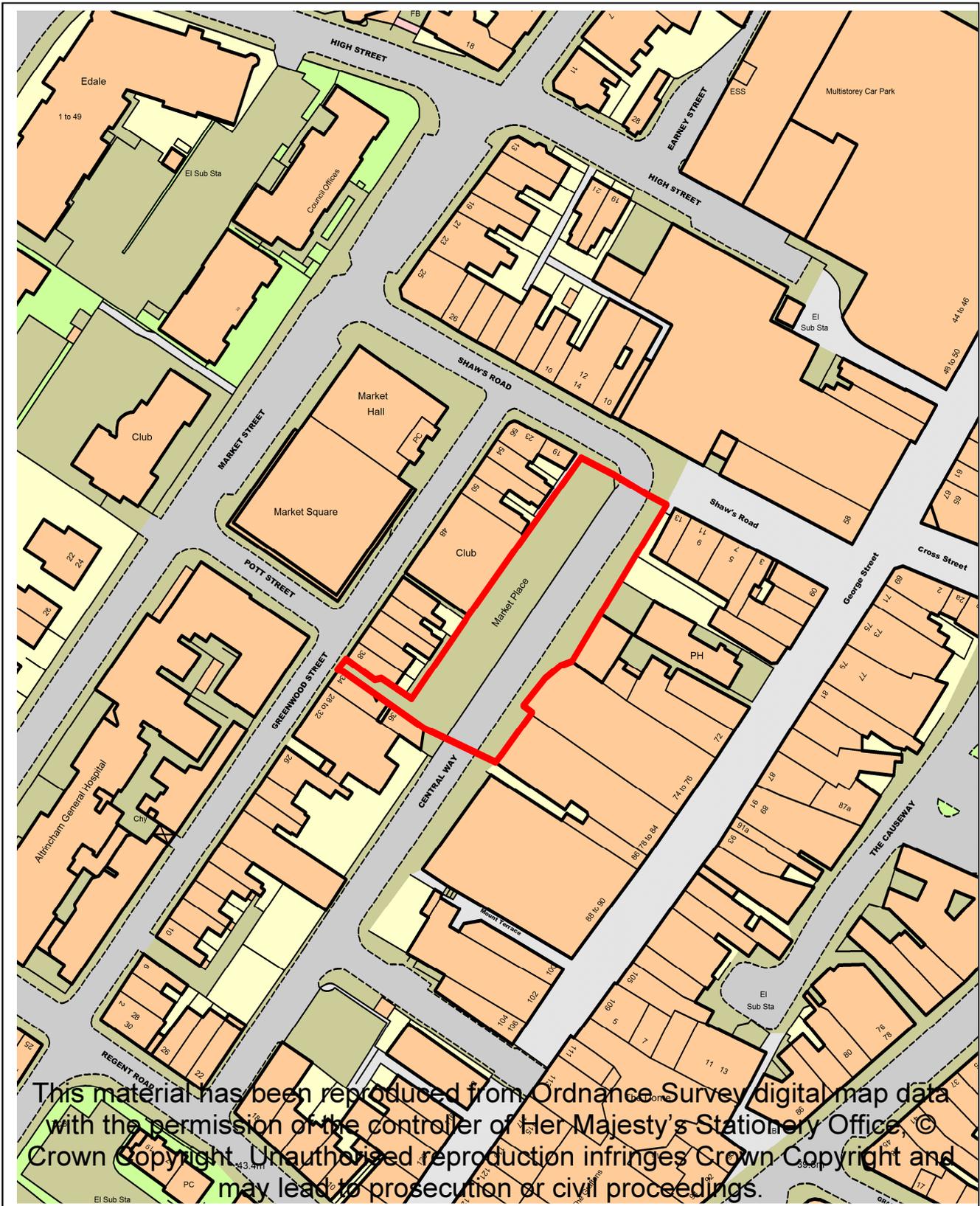
- Insufficient consultation or communication about the works being undertaken and the impact they will have on local business
- No consideration of access or loss of parking for local business and residents
- Planning consultation received on the day the demolition commenced and works are more extensive than just demolition
- Continual reduction of parking in the area will make it less attractive to potential businesses and residents
- Loss of bin provision
- This is a fait accompli and any issues raised will not be taken into account
- No problem with the improvement of the area only with the way it has been planned and executed

OBSERVATIONS

1. This application relates solely to the demolition of the boundary wall between the lower market area and Shaws Road/Central Way. The wall in question has already been demolished. The wall had a length of approx. 72 metres along Central Way and 8 metres along Shaws Road and comprised a brick wall with intermittent brick piers infilled with decorative, perforated concrete sections to an overall height of some 2 metres. There were a number of gates within both lengths of wall.
2. The wall and associated gates were of no historic or architectural merit and it is considered that they were not heritage assets. The wall and gates made a negative contribution to the street scene and the character of the Old Market Place conservation area. As such the removal of the wall and gates is welcomed. Whilst no replacement wall is proposed there is an accompanying application reported elsewhere on this Agenda item for redevelopment of the Lower Market.

RECOMMENDATION: GRANT, no conditions.

GE



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LOCATION PLAN FOR APPLICATION No: - 81408/CAC/2013
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ERECTION OF MARKET CANOPY, LOCK-UP RETAIL MARKET UNITS AND STORAGE UNIT, TIMBER FENCING AND ASSOCIATED WORKS AS PART OF THE REFURBISHMENT OF LOWER MARKET PLACE.

Lower Market Place, Central Way, Altrincham

APPLICANT: Trafford Council

AGENT: Planit IE Manchester

RECOMMENDATION: GRANT

SITE

The application relates to the existing Lower Market site in Altrincham town centre. This covers an area of approximately 1790 sq.metres bounded by Shaws Road to the north-east and Central Way to the south-east; part of Central Way is within the application site. To the north-west are commercial properties and a conservative club fronting Greenwood Street whilst to the south-west are the backs of properties on Greenwood Street and Central Way. There is a pedestrian route (time restricted) towards the southern end of the site linking Greenwood Street through to Central Way.

The site is within Altrincham Town Centre and is also within the Old Market Place conservation area. It is adjacent to the George Street conservation area (which is to the east). The site has long been used as part of the Altrincham Market and comprised temporary stalls.

PROPOSAL

The application proposes four main elements:-

- 5 converted shipping containers will be installed along the north-western (rear) boundary of the site backing onto the rear of properties along Greenwood Street – these will provide lock-up market stalls and it is anticipated each container could accommodate up to two traders
- 2 large shipping containers sited adjacent to each other along the same boundary – to be used for general storage for the market
- Erection of market canopy projecting out from the stalls towards Central Way– this would be timber framed with a profiled decking roof (partially clear decking) and would provide a covered area for pop-up market stalls and for other events. The canopy would have a single pitch roof sloping down towards the new stall units. It would include timber louvres to the front and rear elevations and fabric rainshields to the front. The canopy would be approx. 5.6 metres high at the front edge and 4.6 metres high at the rear edge. The canopy is supported on 7 timber columns to the front edge and 6 timber columns towards

- the rear – these latter would be sited adjacent to the front of the proposed new market stalls
- 2.7 metre high painted timber wall extending from Shaws Road along the rear boundary, and enclosing the storage units

The application plans detail general public realm works such as resurfacing, lighting columns, tree planting and seating which whilst they are integral to the improvement proposals for the Lower Market are works that do not require an application for planning permission and as such are not being considered as part of this application. Similarly, these associated works will also have an impact on car parking, by removing any parking provision from within the site (including on part of Central Way).

The previous stalls on the Lower Market area have been removed and the boundary wall to Shaws Road and Central Way has been demolished. Groundworks are currently underway to prepare for resurfacing works on the site including part of Central Way.

DEVELOPMENT PLAN

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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

R1 – Historic Environment

L7 – Design

W2 – Town Centres and Retail

PROPOSALS MAP NOTATION

Town and District Shopping Centre

Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas

S6 – Altrincham Town Centre

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RELEVANT PLANNING HISTORY

81408/CAC/2013 – Conservation area consent for demolition of existing walls and gates. Reported elsewhere on this Agenda item.

H/67438 – Creation of new vehicular access to be formed in existing wall together with installation of gate and dropped kerb. Approved 22 August 2007.

Current applications at Market House, Market Street/Greenwood Street

81563/FULL/2013 - Change of use from market hall to mixed use as market, performance and function venue; erection of external glazed canopy and raised decking to the north-east (Shaws Road) elevation; installation of external vents, lighting and other external alterations. Reported elsewhere on this Agenda item.

81564/LB/2013 - Listed building consent for erection of external glazed canopy and raised decking to the north-east (Shaws Road) elevation; installation of external vents, lighting and other external alterations; internal works to include:- new stairs to upper storage area; new boarding to create additional first floor storage area; installation of new entrance lobbies; new timber floor finish; alterations to existing stalls including replacement shutters; refurbishment of basement toilets; replacement lighting; other internal and

external alterations and repairs. All associated with proposed change of use from market hall to mixed use as market, performance and function venue. Reported elsewhere on this Agenda item.

APPLICANT'S SUBMISSION

The application is accompanied by a Design and Access Statement which will be referred to as necessary in the Observations section below.

In addition the following supporting information is provided:-

The proposals for the Lower Market Place have been exhibited in the Altrincham Forward offices on Shaws Road since early October; businesses and residents in the area were consulted on the schematic plan.

To stimulate the shops, bars and restaurants in this area and to reduce unnecessary 'looping' car journeys via a one way system. It is proposed to reintroduce two way movement to Market Street, in time with controlled on-street parking. Shaw's Road and the section of Central Way adjacent to the Lower Market Place would become pedestrian priority streets, with a shared surface across the street, with pedestrians being given priority over vehicles across the space.

In relation to the Market, we envisage that the Shaw's Road and section of Central Way will be closed by day to facilitate the market to spill into the streets and improve the animation of the street. After the market has closed, it will be reopen to vehicles and allow people to drive in and where appropriate park to use restaurants in the evening. Lower Market Place represents the first of many planning enhancements to the street-scape across the town, in a planned attempt to improve the shopping and leisure environment and encourage much needed investment.

The refurbishment of the Lower Market Place will provide much-needed modern space for a growing market and will be essential to making the new market operations viable and sustainable. The vision is that the Lower Market Place will work in harmony with the refurbished Market Hall and Covered Market and make a step change to revitalising the Historic Market Quarter identified in the Altrincham Forward Public Realm Strategy & Infrastructure Proposals.

CONSULTATIONS

LHA – There are no objections to the proposals on highways grounds and it is the LHA's understanding that there are planned to be amendments to the highway arrangements in order to accommodate parking and loading facilities in the area surrounding the market. The proposals result in an increase in

floorspace from the existing 105 sq.m up to 150 sq.m and on this basis the parking requirements for the site increase.

Electricity North West – The development is adjacent to or affects ENW operational land or electricity distribution assets. No objection raised but advisory comments made.

REPRESENTATIONS

Neighbours – 2 letters received raising the following concerns:-

- No reason why the existing trees need to be removed, particularly the mature maple which has been there for over thirty years and is a significant benefit to the street scene
- Impact on access for adjacent businesses

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The area has formed part of the Altrincham Market for a considerable time and its continued use as part of the market is wholly appropriate; the need to refurbish and bring new life to this part of the market (and the main market held at Market House) is recognised and the application proposals are considered in this context.
2. Trafford commissioned consultants in 2012 to produce a town centre strategy for Altrincham, this stemmed from Altrincham Forward's Town Centre Action Plan and forms one strand of the emerging framework for the town centre. The aim of the strategy is to change people's perceptions of Altrincham from one which is negative to one which is overwhelmingly positive. It seeks to improve Altrincham's retail offer, increase footfall within the town centre and encourage investment and opportunity. An integral element of the vision for the town centre is the revitalisation of the market and introducing improvements to the public realm linking the market to the rest of the town centre.
3. The new market will consist of a series of traders and producers, both permanent and occasional; food of all kinds is intended to become an integral feature of Altrincham's modern market, along with expanding the retail offer and extending the market buildings use into the evening with live events. The lower market, to which this application relates, will complement to offer of the main market. It will have an increased visual relationship to the main shopping street and will better engage with pedestrian flow and activity.
4. The proposed shipping containers will provide new lockable market stalls for up to 10 traders and it is understood that they could provide

for traders moving out of the main Market House to allow for refurbishment works to that building (applications 81563/FULL/2013 and 81564/LB/2013 reported elsewhere on this Agenda item). As well as the lockable market stalls, the space under the canopy proposed will allow for the erection of further pop-up market stalls.

5. The proposals for the Lower Market will also allow for other ancillary uses of the new public area. Typically these would be seasonal and events markets often around Christmas, though there are likely to be others throughout the year. Such uses would also be wholly appropriate within the town centre and it is anticipated that they will further contribute to a revitalisation of Altrincham town centre. In this respect the proposals will be in line with the thrust of Core Strategy Policy W2 which states that the Council's town centres are key drivers in Trafford's economic prosperity and that the focus will be on the continued development of the town centres as commercial, retail and leisure hubs. Furthermore, the Council will seek to enhance their vitality and viability through encouraging diversity, accessibility and environmental quality.

IMPACT ON THE CHARACTER OF THE OLD MARKET PLACE CONSERVATION AREA

6. The proposed shipping containers would be designed for use as lockable market stalls. Each would measure some 2.4 metres deep, 2.6 metres high and 6 metres wide. The overall length of frontage of these containers would be over 32 metres with a gap of 0.5 metres between adjacent containers. The front of each container unit would incorporate double opening doors clad in painted timber (which would continue the theme of the 2.7 metre high painted timber wall proposed elsewhere). There would be no special treatment of the other elevations of these container units. The units would be set away from the rear boundary to allow for controlled access to the rear.
7. The larger storage units would comprise 2 large containers which would be timber clad in the same material and colour as the market stalls. Overall the storage containers would cover an area 12 metres wide by 5 metres deep. They would also be 2.6 metres high. These units would be screened from Central Way and the ginnel through to Greenwood Street by the 2.7 metre high painted timber wall incorporating a double gate to provide service access.
8. Notwithstanding their design for use as market stalls the containers, by their very nature, would be unsympathetic in appearance and at odds generally with the character of the conservation area. The stalls themselves would have an unacceptable impact on the character and appearance of the Old Market Place conservation area; the stalls they replace were more temporary in nature and were removed when the market was not open.

9. The containers would be partially hidden from public view by the proposed 2.7 metre high painted timber fence which would be of sufficient height to hide the units from street level (though they would still be clearly visible from upper levels of adjacent properties). Such a timber fence would not in itself be an appropriate feature generally in the conservation area though the proposed painting of the fence to reflect the use of this area would mitigate its impact.
10. The proposed canopy would also be an alien feature within the conservation area with no strong aesthetic or historic link to support the design. It is acknowledged, however, that given the nature of the site and its use, a one-off design is appropriate.
11. The canopy proposed would be of significant height (over 5 metres to the front edge) but this is a height proportionate to the proposed use of the space. The canopy would project slightly into the line of Central Way and would be a significant intrusion into the street scene and the conservation area; it would also partially hide some of the upper floor elevations of historic properties fronting Greenwood Street.
12. The applicants suggest that the simple pitched roof structure and use of timber and steel draws reference from traditional market type structures and looks to enhance the local distinctiveness of the Lower Market character; The applicants consider that the simple design language complements and enhances the conservation area and that the pitched roof reflects and in height is subservient to the properties on Greenwood Street.
13. It is considered that the development does not take account of surrounding building styles or historic distinctiveness and as such would be contrary to Policy R1.1 of the Trafford Core Strategy; the proposal would, however, contribute significantly to the overall revitalisation of Altrincham town centre which will be of benefit to the town's conservation areas.
14. Notwithstanding the concerns about the individual elements of the proposal and their impact on the conservation area, the scheme overall presents a cohesive design approach to the Lower Market, which together with the improvements to the public realm that are also being carried out would be a welcome revitalisation of the market area. In this respect it could be argued that the proposal is of a design that is appropriate to a town centre market and does make the best use of the opportunities to improve the character and quality of this part of the town centre. On this basis it is in accordance with Policy L7 of the Core Strategy. This is a one-off site and the proposal is a response to a very specific set of circumstances i.e. the opportunity to revitalise the market in Altrincham that would not be repeated elsewhere.

PARKING/SERVICING, TREES

15. The proposal would not significantly increase car parking demand or traffic in the town centre and whilst the associated public realm works do reduce currently available parking on and adjacent to Central Way this is for consideration as part of the wider public realm works rather than this application. The development of the Lower Market includes provision for servicing in an appropriate location within the site.
16. Whilst some trees are to be removed, the proposals for associated public realm include the planting of new trees along Central Way and there would be an overall increase in tree planting adjacent to the Lower Market. It is considered that the tree planting proposals would be more appropriate to the scheme than working around existing tree planting.

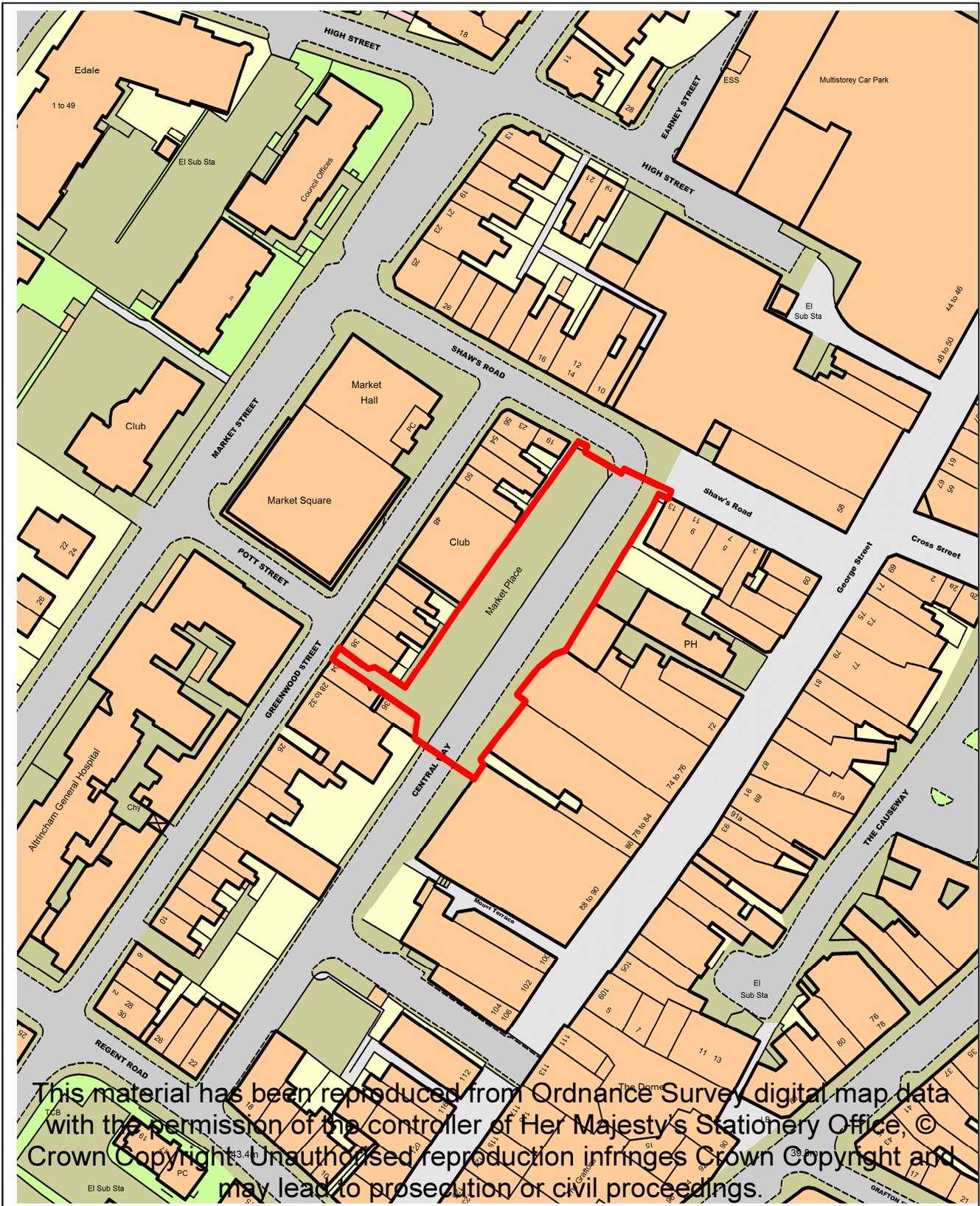
CONCLUSION

17. The proposed development would result in some harm to the Old Market Place conservation area, and to a lesser extent the adjacent George Street conservation area, but it is considered that this harm would be less than significant harm. The public benefits of the proposal in terms of the revitalisation of the Lower Market and market area generally, and the significant contribution this will make towards the regeneration of Altrincham town centre, outweigh that harm. As such the proposal is considered to be in accordance with national planning guidance in NPPF.
18. Notwithstanding this, the nature of the proposals in terms of their design and materials is such that a temporary permission is considered appropriate and 5 years is recommended.
19. There is no requirement to refer this application to the Secretary of State as it does not relate to a listed building and does not conflict with the development plan.

RECOMMENDATION: GRANT subject to the following conditions

1. Temporary permission – 5 years.
2. List of approved plans
3. Materials to be agreed
4. Details of timber wall to be submitted and approved before being erected – including details of end to Shaws Road.

GE



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LOCATION PLAN FOR APPLICATION No: - 81536/FULL/2013
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CHANGE OF USE FROM MARKET HALL TO MIXED USE AS MARKET, PERFORMANCE AND FUNCTION VENUE; ERECTION OF EXTERNAL GLAZED CANOPY TO THE NORTH-EAST (SHAWS ROAD) ELEVATION; INSTALLATION OF EXTERNAL VENTS, LIGHTING AND OTHER EXTERNAL ALTERATIONS.

Market House, Market Street/Greenwood Street, Altrincham, WA14 1SA

APPLICANT: Trafford Council

AGENT: Lovelock Mitchell Architects

RECOMMENDATION: MINDED TO GRANT subject to referral to the Secretary of State

SITE

The application site consists of a grade II listed market hall, dated 1879, adjoining a twentieth century glazed market erected on Market Square.

The market hall was designed in the classical style incorporating pilasters with fluted bases demarking each bay with semi-circular windows at a high level. The west elevation facing onto Market Street exhibits a parapet and large pediment with central clock and name and datestone in the frieze. The building is enlivened with the use of polychromatic brickwork constructed using a Flemish bond. The pitched roof is slated with blue/grey slate with a dentilled cornice circumnavigating the building under the eaves.

The site is located within the Old Market Place Conservation Area and lies south of Altrincham Town Hall. Market House and the attached covered market area are bounded by Shaws Road to the northeast, Market Street to the northwest, Pott Street to the southwest and Greenwood Street to the southeast. The proposal site is accessible via main entrances from both Market Street and Greenwood Street. Market House and the adjoining areas have long been used as part of the Altrincham Market and comprises temporary stalls in addition to the main building. Land levels fall from northwest to southeast across the site.

To the north-west are commercial properties, including the Conservative Club and Council offices on Market Street. To the south-west, across Pott Street is Altrincham General Hospital. To the southeast and northeast are properties in a mix of commercial uses at street level including the Conservative Working Men's Club on Greenwood Street.

Since 2012 the Old Market Place Conservation Area has been placed on the national Heritage at Risk Register due to its deteriorating condition.

PROPOSAL

Change of use from market hall to mixed use as market, performance and function venue. The intention is to adapt the building to become a flexible multi-function space capable of being a market building, a venue for live events – jazz, blues, comedy spoken word, birthday parties, civic occasions and many other activities.

The main proposed change to the external elevations of the building is the erection of a glazed canopy on the Shaws Road elevation of the building. The application also proposes other alterations including the installation of external vents and lighting.

The plans have been amended since they were originally submitted to address some concerns about internal and external changes to the fabric of the building. The main amendments to the external appearance of the building relate to:-

- The removal of a proposed area of raised decking beneath the proposed canopy.
- Setting in of the canopy to Shaws Road to avoid brick pilasters and removal of side fascia detail.
- Relocation of the vents from the elevation onto Shaws Road to a location on the roof.

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

R1 – Historic Environment
 L4 – Sustainable Transport and Accessibility
 L7 – Design
 W2 – Town Centres and Retail

PROPOSALS MAP NOTATION

Conservation Area
 Town and District Shopping Centres
 Main Office Development Areas
 Area for Improvement
 Historic Market Quarter

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas
 S6 – Altrincham Town Centre

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

81564/LB/2013 - Listed building consent for erection of external glazed canopy to the north-east (Shaws Road) elevation; installation of external vents, lighting and other external alterations; internal works to include:- new stairs to upper storage area; new boarding to create additional first floor storage area; installation of new entrance lobbies; new floor finish; alterations to existing stalls including replacement shutters; refurbishment of basement toilets; replacement lighting; other internal and external alterations and repairs. All associated with proposed change of use from market hall to mixed use as market, performance and function venue. Reported elsewhere on this Agenda item.

79471/LB/2012 - Listed Building Consent for alterations to existing stone steps located on Greenwood Street and Market Square elevations including the extension of existing handrails. Internal alterations to include erection of kickplates to existing w.c. doors – Withdrawn December 2012

78007/LB/2012 - Replacement of semi-circular window on east elevation and re-decoration of doors on western elevation. Approved with conditions October 2012.

H/LPA/LB/64107 - Listed Building Consent for provision of replacement disabled access ramp to exterior of brick market hall, in compliance with DDA requirements. Withdrawn March 2006.

H/45695 - Installation of electronically operated pull down blinds & erection of associated supporting steel supports along Shaws Road & Greenwood Street. Approved with conditions July 1998.

H/45696 - Listed Building Consent for demolition of glazed canopies to Greenwood Street & Shaws Road frontages. Approved July 1998.

H/45697 - Listed Building Consent for the installation of electrically operated pull downblinds & erection of associated supporting steel supports. Approved July 1998.

H/31126 - Listed Building Consent for demolition of glazed verandah to Shaws Road & Greenwood Street elevations. Deemed consent June 1990.

H/17004 – Erection of retractable canopies to Market Street and Pott Street elevations. Deemed Consent January 1983

Recent applications at Lower Market Place, Lower Market Place, Central Way, Altrincham

81536/FULL/2013 – Erection of market canopy, lock-up retail market units and storage unit, timber fencing and associated works as part of the refurbishment of Lower Market Place. Reported elsewhere on this Agenda item.

81408/CAC/2013 – Conservation area consent for demolition of existing walls and gates. Reported elsewhere on this Agenda item.

APPLICANT'S SUBMISSION

The application is accompanied by a Design and Access Statement and a document entitled 'Altrincham Market, A modern market proposal for the modern market town'. The Heritage Impact Assessment section of the Design and Access Statement is set out below and the documents will otherwise be referred to as necessary in the Observations section below.

Heritage Impact Assessment

The market buildings are Grade II listed. It is considered that the works are sensitive and preserve and enhance the special character of the buildings. There are no demolitions or structural works intended. All repairs and renovations will be carried out using the appropriate materials. It is therefore suggested that the impact to the existing heritage is minimal.

CONSULTATIONS

LHA – No objections on the basis of the amended plans removing the area of decking.

Built Environment – No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

Pollution and Licensing – No objections in principle to the planning application. It is recommended that the use is for the hours applied for only and for the market hall building only.

It is also recommended that the applicant produce a noise management plan. The noise management plan should outline measures to manage and control noise relating to the proposed use of the site.

GM Archaeology – No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

English Heritage – Do not wish to comment in detail but offer the following general observations:-

The market hall was built in 1879 in a Classical style from pink header bond brick, yellow Flemish bond brick and slate roof. The glazed canopies were added in the 1930's and were not part of the reason the building was listed. The significance of the Market House lies particularly in its Classical style exemplified in its architectural detailing and symmetry; the understanding of its function that can still be read within the layout and detailing; and the materials used in its construction.

The proposal is for the refurbishment and restoration of the market house in the centre of Altrincham and includes the erection of an external glazed canopy and raised decking to the north-east (Shaws Road) elevation; installation of external vents, lighting and other external alterations; internal works to include:- new stairs to upper storage area; new boarding to create additional first floor storage area; installation of new entrance lobbies; new timber floor finish; alterations to existing stalls including replacement shutters, refurbishment of basement toilets; replacement lighting.

We welcome this scheme which will enliven the Market House and restore many historic features. In this context restoration should be justified by compelling evidence of the evolution of the place, and executed in accordance with that evidence. The success of the scheme will be dependant on the quality of the detailed design and we recommend that this should be approved by your conservation officer. We urge you to address the above issues and recommend that this application be determined in accordance with national and local policy guidance, and on the basis of your expert conservation advice.

Victorian Society - No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

REPRESENTATIONS

Neighbours – 5 e-mails received making the following comments:-

- Plans look fantastic but reassurance is sought as to whether residents will continue to be able to access their homes and not have driveways blocked
- What will the latest time events can run until be and what are the guidelines for minimising sound disturbance to local residents and will measure be taken to mitigate anti-social behaviour
- What guidelines are there for early starts at the market and subsequent set up requirements so that noise levels particularly on Sundays is minimised.
- What will happen to the stallholders? If they are moved onto Central Way this will adversely affect business. Businesses will be cast aside and subject to potential closure. The decking that will replace to stallholders is a strange idea. Who will sit outside when weather is bad? The decking will be redundant for large parts of the year whereas stallholders create activity all day that draws in people to the market – this is their traditional location. Don't destroy the Altrincham community we are striving to protect
- The new canopy is a wonderful idea but will it be built to last as others have failed.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Trafford commissioned consultants in 2012 to produce a town centre strategy for Altrincham, this stemmed from Altrincham Forward's Town Centre Action Plan and forms one strand of the emerging framework for the town centre. The aim of the strategy is to change people's perceptions of Altrincham from one which is negative to one which is overridingly positive. It seeks to improve Altrincham's retail offer, increase footfall

within the town centre and encourage investment and opportunity. An integral element of the vision for the town centre is the revitalisation of the market and introducing improvements to the public realm linking the market to the rest of the town centre.

2. The new market will consist of a series of traders and producers, both permanent and occasional; food of all kinds is intended to become an integral feature of Altrincham's modern market, along with expanding the retail offer and extending the market buildings use into the evening with live events.
3. Policy W2.1 of the Trafford Core Strategy states that:

'Altrincham, as the main town centre in the Borough, will be the principal focus for high quality comparison retail supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential.'

It goes on to state in subsection 19.2 that:

'Government planning policy statements are clear that established town and district centres should remain the main locations for new shopping, leisure, cultural and office development attracting many linked trips and a wide range of age and social groups through the day and into the evening. The future viability of the town centres will depend on securing the right mix of retail, services, cultural and community facilities and housing.'

4. The area has formed part of the Altrincham Market for a considerable time and its continued use as part of the market is wholly appropriate; the need to refurbish and bring new life to this part of the market is recognised and the application proposals are considered in this context.
5. The proposed use of Market House as market, performance and function venue is considered to be an appropriate use within the town centre and it is anticipated that the proposals will further contribute to a revitalisation of Altrincham town centre. The impacts of any of the proposed physical changes to the buildings and the impact on amenity and the highway do however have to be assessed against the requirements of Policies L4, L7 and R1.

IMPACT ON THE LISTED BUILDING AND CHARACTER OF THE OLD MARKET PLACE CONSERVATION AREA

6. The main proposed change to the external elevations of the building is the erection of a glazed canopy on the Shaws Road elevation of the building. The application also proposes other alterations including the installation of external vents and lighting.

7. The plans have been amended since they were originally submitted to address some concerns about internal and external changes to the fabric of the building.
8. Changes to the interior of the Market House building are considered in more detail in the Listed Building Consent report which is elsewhere on this agenda
9. The application proposes the re-introduction of a glazed canopy on the Shaws Road elevation. A canopy was added to the Market House in the 1930's but this was not an original feature of the building, which was built in 1879.
10. The proposed canopy would project out 4.5 metres. The maximum height of the structure varies from 3.6 metres to 5.1 metres due to the sloping land beneath. The canopy would provide a covered area below for people to gather under. The canopy would result in some intrusion into the street scene and the conservation area and would also partially obscure some of the affected elevation of Market House. On this basis it is considered that the proposal would not be fully in accordance with Policy R1.1 of the Trafford Core Strategy which states that '*All new developments must take account of surrounding building styles, landscapes and historic distinctiveness*'.
11. However, the design and scale of the canopy has been amended following discussions with officers and that this has resulted in the canopy being set in from the pilasters at the corners of the building and the proposed fascias at either end of the canopy being removed, which results in less intrusion into the face of the building. In addition, a raised area of decking originally proposed under the canopy has been removed from the scheme and this is also considered to have a beneficial impact on the scheme as a whole. Other proposed external alterations are dealt with in more detail in the listed building consent report elsewhere on this agenda but are generally considered to be acceptable.
12. Notwithstanding the concerns about this element of the proposal on the listed building and the impact on the conservation area, the scheme overall would be a welcome revitalisation of the market area and would potentially increase visits to and investment in Altrincham town centre which will be of benefit to the building and the town's conservation areas. The proposal is a response to a very specific set of circumstances i.e. the opportunity to revitalise the market in Altrincham that would not be repeated elsewhere and it is considered that on balance this outweighs concerns regarding the proposed canopy.

IMPACT ON RESIDENTIAL AMENITY

13. The proposals would allow the use of the Market House as a performance and function venue between the hours of 7am and 11pm. As this is an appropriate town centre use the Environmental Protection section has

commented that they have no objection to the principle of the development subject to conditions restricting the use of the building to these hours and that the use of the building as a performance and function venue is restricted to the Market House building and not to the attached covered market.

14. In addition, they have recommended that a condition be attached requiring the production of a noise management plan which would outline measures to manage and control noise relating to the proposed use of the site and the applicant's agent has confirmed that they are agreeable to such an approach.
15. The use of the Market House and adjacent areas as a market is a longstanding use and there are no hours restrictions relating to setting up of Market Stalls or restrictions on days of operation for use as a market.
16. It is noted that there are residential properties in the vicinity of the application, however the proposals and hours of operation are appropriate to a town centre location and subject to the abovementioned conditions it is considered that the proposals are acceptable.

PARKING/SERVICING

17. The LHA were initially concerns about the decking structure resulting in pedestrians having to step into the carriageway in order to pass around this corner, however this aspect of the scheme has since been deleted from the proposals and therefore these concerns have been resolved.
18. The site is located in a sustainable town centre location and as such the proposals are considered acceptable.

CONCLUSION

19. It is considered that the proposals would provide a unique facility which would generate additional interest in the historic market quarter of Altrincham. It is also considered that the increased flexibility of the use of the Market House would result in increased use which would help to secure the long term future of this listed building as well as adding to the vitality and viability of Altrincham Town Centre.
20. The erection of the glazed canopy on the Shaw Road elevation of the building would result in some harm to the listed building and Old Market Place conservation area, however as a result of the amendments made it is considered that this harm would be less than significant harm and it is noted that there have been no objections received in relation to the application from English Heritage.
21. Weighed against this less than significant harm are the proposals for the Market House as a whole which it is considered are in accordance with

the Core Strategy which states that the *'future viability of town centres will depend on securing the right mix of retail, services, cultural and community facilities and housing'*. It is therefore considered that the public benefits of the proposal in terms of the revitalisation of the Market House and market area generally and the contribution this will make towards the regeneration of Altrincham town centre outweigh that less than significant harm identified above.

22. The application is required to be referred to the Secretary of State as it is an application made by the Local Authority for works to a listed building.

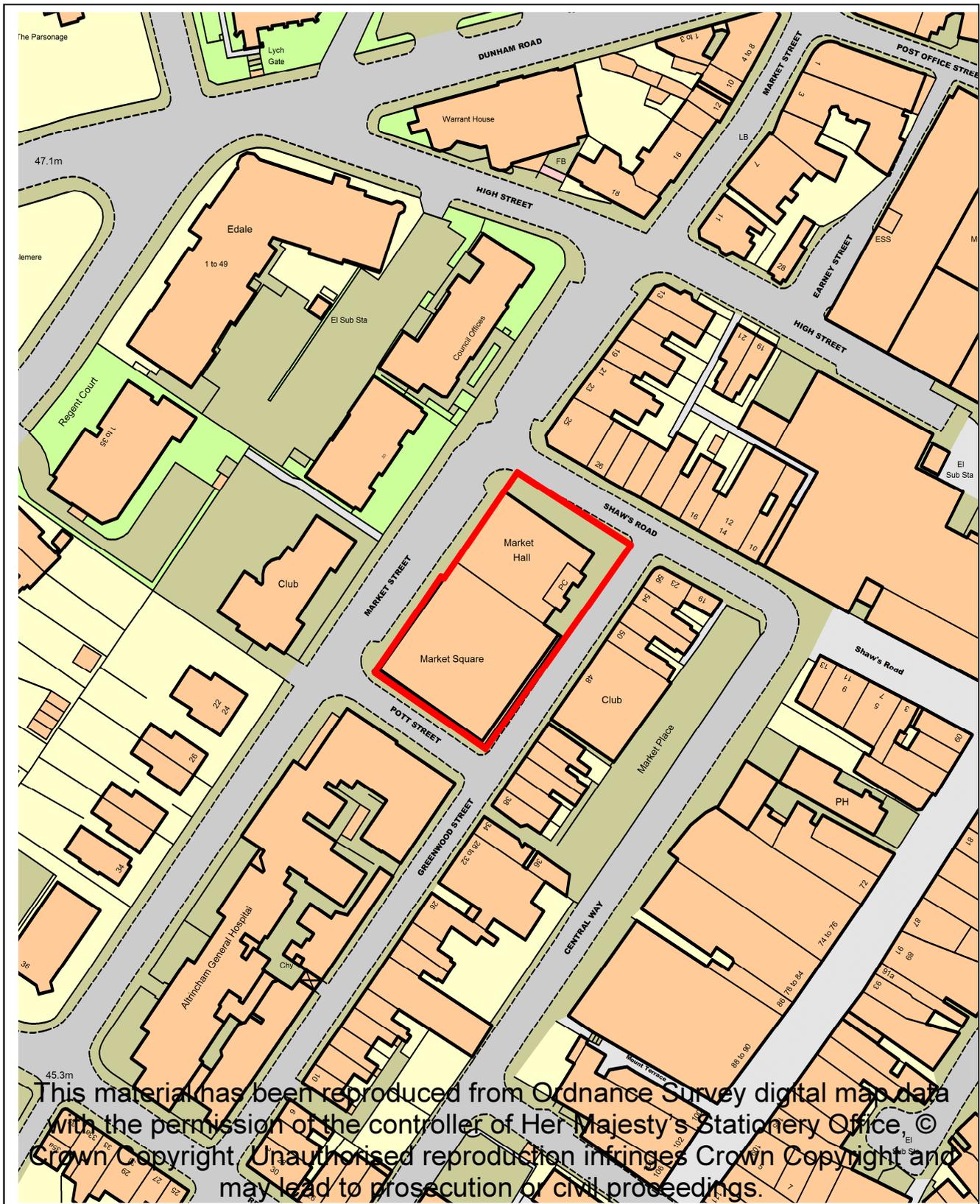
RECOMMENDATION: MINDED TO GRANT subject to

(A) Referral to the Secretary of State for determination as an application by the Local Authority in relation to its own land in accordance with section 82 of the Planning (Listed Building and Conservation Areas) Act 1990 and Regulation 13 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and;

(B) the following conditions

1. Standard Time
2. Compliance with plans
3. Materials (to be submitted)
4. Hours of operation
5. Noise Management Plan
6. Use as performance and function venue restricted to Market House

JJ



LOCATION PLAN FOR APPLICATION No: - 81563/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

LISTED BUILDING CONSENT FOR ERECTION OF EXTERNAL GLAZED CANOPY TO THE NORTH-EAST (SHAWS ROAD) ELEVATION; INSTALLATION OF EXTERNAL VENTS, LIGHTING AND OTHER EXTERNAL ALTERATIONS; INTERNAL WORKS TO INCLUDE:- NEW STAIRS TO UPPER STORAGE AREA; NEW BOARDING TO CREATE ADDITIONAL FIRST FLOOR STORAGE AREA; INSTALLATION OF NEW ENTRANCE LOBBIES; NEW FLOOR FINISH; ALTERATIONS TO EXISTING STALLS INCLUDING REPLACEMENT SHUTTERS; REFURBISHMENT OF BASEMENT TOILETS; REPLACEMENT LIGHTING; OTHER INTERNAL AND EXTERNAL ALTERATIONS AND REPAIRS. ALL ASSOCIATED WITH PROPOSED CHANGE OF USE FROM MARKET HALL TO MIXED USE AS MARKET, PERFORMANCE AND FUNCTION VENUE.

Market House, Market Street/Greenwood Street, Altrincham, WA14 1SA

APPLICANT: Trafford Council

AGENT: Lovelock Mitchell Architects

RECOMMENDATION: MINDED TO GRANT subject to referral to the Secretary of State

SITE

The application site consists of a grade II listed market hall, dated 1879, adjoining a twentieth century glazed market erected on Market Square.

The market hall was designed in the classical style incorporating pilasters with fluted bases demarking each bay with semi-circular windows at a high level. The west elevation facing onto Market Street exhibits a parapet and large pediment with central clock and name and datestone in the frieze. The building is enlivened with the use of polychromatic brickwork constructed using a Flemish bond. The pitched roof is slated with blue/grey slate with a dentilled cornice circumnavigating the building under the eaves.

The site is located within the Old Market Place Conservation Area and lies south of Altrincham Town Hall. Market House and the attached covered market area are bounded by Shaws Road to the northeast, Market Street to the northwest, Pott Street to the southwest and Greenwood Street to the southeast. The proposal site is accessible via main entrances from both Market Street and Greenwood Street. Market House and the adjoining areas have long been used as part of the Altrincham Market and comprises temporary stalls in addition to the main building. Land levels fall from northwest to southeast across the site.

To the north-west are commercial properties, including the Conservative Club and Council offices on Market Street. To the south-west, across Pott Street is Altrincham General Hospital. To the southeast and northeast are properties in

a mix of commercial uses at street level including the Conservative Working Men's Club on Greenwood Street.

Since 2012 the Old Market Place Conservation Area has been placed on the national Heritage at Risk Register due to its deteriorating condition.

PROPOSAL

Listed building consent is sought for the following matters associated with the proposed change of use from market hall to mixed use as market, performance and function venue to include:-

External works

The erection of an external glazed canopy to the north-east (Shaws Road) elevation; installation of external vents; glazed blocks to WC windows; lighting; reinstatement of access to cellar store and refurbishment of existing awnings.

Internal works

Alterations to existing stalls including replacement timber shutters and doors; installation of stairs to upper storage area; boarding to create additional first floor storage area; installation of new entrance lobbies; new floor covering; refurbishment of basement toilets; replacement lighting; erection of blinds & rigs and general refurbishment and decoration.

The plans have been amended since they were originally submitted to address some concerns about internal and external changes to the historic fabric of the building. The main revisions relate to:-

External Works

- Length of the external canopy to Shaws Road reduced to avoid brick pilasters and removal of proposed fascia detail
- Removal of decking to Shaws Road
- Further details regarding the installation of glazed bricks to the WC window openings
- Relocation of vents from the elevation onto Shaws Road to a discrete location on the roof

Internal Works

- Further details indicating the proposed door design and timber shutters to stalls
- Simplification of glazing to both entrance lobbies to provide uninterrupted views through the building and original entrance doors
- Confirmation that the proposed floor covering will not result in a reduction of the height of the entrance doors

- Removal of additional WC at ground level
- Details regarding the removal of ceiling and walls to existing stall and retention of cornice to reinstate second opening to Shaws Road
- Confirmation that balustrade required to second opening to Shaws Road will be positioned internally and will be removable
- All external doors will remain opening inwards
- Details regarding position of proposed blinds and lighting/audio rig
- Reduction in height of the proposed balustrade to first floor storage area

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

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L4 – Sustainable Transport and Accessibility

L7 – Design

W2 – Town Centres and Retail

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Conservation Area

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Historic Market Quarter

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ENV21 – Conservation Areas
S6 – Altrincham Town Centre

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RELEVANT PLANNING HISTORY

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H/17004 – Erection of retractable canopies to Market Street and Pott Street elevations. Deemed Consent January 1983

Recent applications at Lower Market Place, Lower Market Place, Central Way, Altrincham

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81408/CAC/2013 – Conservation area consent for demolition of existing walls and gates. Reported elsewhere on this Agenda item.

APPLICANT'S SUBMISSION

The application is accompanied by a Design and Access Statement and a document entitled 'Altrincham Market, A modern market proposal for the modern market town'. The Heritage Impact Assessment section of the Design and Access Statement is set out below and the documents will otherwise be referred to as necessary in the Observations section below.

Heritage Impact Assessment

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CONSULTATIONS

GM Archaeology – No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

English Heritage - Do not wish to comment in detail but offer the following general observations:-

The market hall was built in 1879 in a Classical style from pink header bond brick, yellow Flemish bond brick and slate roof. The glazed canopies were added in the 1930's and were not part of the reason the building was listed. The significance of the Market House lies particularly in its Classical style exemplified in its architectural detailing and symmetry; the understanding of its function that can still be read within the layout and detailing; and the materials used in its construction.

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We welcome this scheme which will enliven the Market House and restore many historic features. In this context restoration should be justified by compelling evidence of the evolution of the place, and executed in accordance with that evidence. The success of the scheme will be dependent on the quality of the detailed design and we recommend that this should be approved by your conservation officer. We urge you to address the above issues and recommend that this application be determined in accordance with national and local policy guidance, and on the basis of your expert conservation advice.

Victorian Society - No comments received at the time of writing. Any comments received prior to the Committee meeting will be included within the Additional Information Report.

REPRESENTATIONS

Neighbours – 2 e-mails received making the following comments:-

- Covering lovely stone flags with raised wooden decking is criminal and the decking would require constant maintenance to remain safe and attractive.
- Spending money on the awning on the Greenwood Street elevation would be throwing good money after bad as the awning is too high to benefit the stalls beneath and the mechanism never seems to have worked properly.

OBSERVATIONS

PRINCIPLE OF PROPOSAL

1. Altrincham Market House is a grade II listed building and located centrally within the Old Market Place Conservation Area. Under s66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 special regard should be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Paragraph 129 of the National Planning Policy Framework advocates that local planning authorities should take into account the particular significance of the heritage asset when considering the impact of a proposal to avoid or minimise conflict between the heritage asset and its conservation. Paragraph 134 indicates where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset; this harm should be weighed against the public benefits of

the proposal, including securing its optimum viable use.

2. Policy R1 (Historic Environment) of Trafford's Core Strategy indicates the significance, character, and appearance of these heritage assets are qualities that will be protected, maintained and enhanced. R1.6 requires that developers must demonstrate how their development will protect, preserve and enhance listed buildings. Policy R1 states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Furthermore, developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider setting; in particular in relation to conservation areas, listed buildings and other identified heritage assets. Policy R1 also requires developers to demonstrate how the proposed development will preserve or enhance the Conservation Area, and its wider setting.
3. Policy L7 (Design) clearly sets out that development must be appropriate in its context, make best use of opportunities to improve the character and quality of an area and enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment. Furthermore, Policy L7 reveals that development must be compatible with the surrounding area and must not prejudice the amenity of the future occupiers of the development or occupants of adjacent properties.
4. With regards to Conservation Areas, Proposal ENV21 of the Revised Trafford UDP states the Council will pay particular attention to the desirability of preserving or enhancing the character or appearance of the area and will judge the effect of proposals by taking particular account of those special qualities identified in the pre-designation assessments. All developments will be expected to preserve or enhance the character or appearance of the area.
5. Guidance within the National Planning Policy Framework (NPPF) PPS4: Planning for Sustainable Economic Growth also refers to the historic, archaeological and architectural heritage of centres to be conserved and, where appropriate, enhanced to provide a sense of place and a focus for the community and for civic activity.
6. The main issues arising therefore are the impact of the proposals on the listed building and the wider Old Market Place Conservation Area. The plans have been amended since they were originally submitted to address some concerns about internal and external changes to the fabric of the building.

IMPACT ON THE LISTED BUILDING

External Changes

7. The main proposed change to the external elevations of the building is the erection of a glazed canopy to the north east (Shaws Road) elevation of the listed building. The application also seeks a number of other external alterations including the installation of external vents and lighting.
8. The application proposes the re-introduction of a substantial glazed canopy on the Shaws Road elevation. A canopy was added to this elevation of the Market House in the 1930's, nonetheless this was not an original feature of the building, which was built in 1879. The proposed canopy would project out 4.5 metres. The maximum height of the structure varies from 3.6 metres to 5.1 metres due to the sloping land beneath. The canopy would provide a covered area below for people to gather under. The canopy would result in some intrusion into the street scene and the Old Market Place Conservation Area and would also partially obscure some of the affected elevation of Market House. On this basis it is considered that the proposal would not be fully in accordance with Policy R1.1 of the Trafford Core Strategy which states that '*All new developments must take account of surrounding building styles, landscapes and historic distinctiveness*'.
9. Following discussions with officers regarding the design and scale of the canopy, the proposed structure has been amended. This has resulted in the canopy being set in from the pilasters at the corners of the building and the proposed glass fascias at either end of the canopy being removed. It is considered these changes will assist in mitigating the impact of the structure. In addition, a raised area of decking originally proposed under the canopy has been removed from the proposals and this is also considered to have a beneficial impact on the scheme as a whole.
10. The application also seeks to install a number of external vents to serve individual stalls. Concern was raised regarding this element of the proposals and the adverse impact the vents could have on historic fabric. The proposal has been amended to site the vents discretely within the roof so that they are not visible from ground level. Further works to the external fabric include the installation of glazed blocks to WC windows; external lighting positioned above the canopy on the north east elevation; reinstatement of access to cellar store and the refurbishment of existing awnings on Greenwood Street and the attached covered market. It is considered that the proposals will have no adverse impact upon the special architectural and historic character of the listed building. Conditions are suggested to ensure materials are of an acceptable standard.

Internal Changes

11. Consent is also sought for a number of internal alterations including the refurbishment of existing historic stalls at ground floor. The application

seeks to replace existing metal roller shutters with painted timber bi-folding shutters, a stable door, counter top and stall riser to each stall which will replicate the historic arrangement present at a remaining stall. The works will be positioned within existing historic columns, cornice and fascia detailing.

12. It is also proposed to remove the ceiling and back wall of a stall sited within the second bay on the north east elevation. This will allow existing external doors on the north east elevation to again operate, opening inwards. The cornice will remain in situ replicating the existing access to the covered market on the south west elevation. This opening is positioned 1.1 metres above ground level; the application therefore seeks to install a removable balustrade which will be sited within the opening. A second set of existing doors are positioned in bay four of the listed building. It is proposed to also allow these doors to again operate and a moveable counter installed to serve a bar. Further details regarding these works are sought by way of a condition.
13. Further works at ground level include the formation of two of entrance lobbies, one located at the Market Street entrance and one located at Greenwood Street. The lobbies measure 3.7 metres in height and project 3.5 metres inside the listed building. The structures will be predominately glazed to allow maximum visibility with minimum glazing bars and door furniture. It is considered that architectural features such as the entrance doors will still be visible and therefore there is no adverse impact on the historic building. It is proposed to lay a new traditional timber floor covering which will seek to conceal the existing unsympathetic flooring. Further detail regarding sample of materials will be required. It is also noted that an existing twentieth century door will be replaced with a new door to the proposed disabled WC lobby. This will match the adjoining Victorian partition and will further enhance existing historic fabric.
14. In order to maximise the use of the listed building, replacement lighting, modification of existing rooflights to allow ventilation, the erection of blinds, to be sited at the head of each fanlight and an audio-visual lighting truss are required in conjunction with general refurbishment and decoration internally and externally. Again it is considered that these works will have no adverse impact upon the special architectural and historic character of the listed building. Conditions are suggested to ensure materials are of an acceptable standard.
15. At first floor level adjoining the south west elevation of the Market House, consent is sought to board over existing stalls to create an additional first floor storage area. The plans were amended to reduce the height of the associated balustrade to match an existing section and limit the concealment of windows when viewing the area from ground level. It is also proposed to install a staircase at the north west corner of the building to provide access to the proposed storage area. This will result in minimal alteration of historic fabric.

16. The application also seeks to refurbish existing WC facilities at ground floor level, retaining existing historic fabric where possible. A schedule of works regarding these works are also sought by condition.
17. Notwithstanding the concerns about the individual elements of the proposal and their impact on the listed building and conservation area, the scheme overall would be a welcome revitalisation of the market area and would potentially increase visits to and investment in Altrincham town centre which will be of benefit to the town's conservation areas. The proposal is a response to a very specific set of circumstances i.e. the opportunity to revitalise the market in Altrincham that would not be repeated elsewhere and it is considered that on balance this outweighs concerns regarding the proposed canopy. A scheme for its refurbishment to bring it back into fully active use is therefore welcomed, not only for the benefit of the conservation of the building but also as a key designated heritage asset of the town centre

CONCLUSION

18. It is considered that the proposals would provide a unique facility which would generate additional interest in the historic market quarter of Altrincham. It is also considered that the increased flexibility of the use of the Market House would result in increased use which would help to secure the long term future of this listed building as well as adding to the vitality and viability of Altrincham Town Centre.
19. The erection of the glazed canopy on the Shaw Road elevation of the building would result in some harm to the listed building and Old Market Place conservation area, however as a result of the amendments made it is considered that this harm would be less than significant harm and it is noted that there have been no objections received in relation to the application from English Heritage.
20. Weighed against this less than significant harm are the proposals for the Market House as a whole which it is considered are in accordance with the Core Strategy which states that the *'future viability of town centres will depend on securing the right mix of retail, services, cultural and community facilities and housing'*. It is therefore considered that the public benefits of the proposal in terms of the revitalisation of the Market House and market area generally and the contribution this will make towards the regeneration of Altrincham town centre outweigh that less than significant harm identified above.

REFERRAL TO THE SECRETARY OF STATE

21. If Members are minded to approve this application they are only empowered to make a recommendation on the proposal. The development is an application by the Local Planning Authority in relation to its own land and under Section 82 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Regulation 13 of the Planning (Listed Buildings and

Conservation Areas) Regulations 1990 the application must in fact be made to the Secretary of State. It is deemed to have been referred to the Secretary of State under the call in provisions and is dealt with in the same way as, for example, a departure from the development plan.

22. The application is required to be referred to the Secretary of State as it is an application made by the Local Authority for works to a listed building.

RECOMMENDATION: MINDED TO GRANT subject to

(A) Referral to the Secretary of State for determination as an application by the Local Authority in relation to its own land in accordance with section 82 of the Planning (Listed Building and Conservation Areas) Act 1990 and Regulation 13 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and;

(B) the following conditions

1. Standard time (listed building)
2. Compliance with plans
3. Schedule of external and internal repairs, refurbishment & redecoration
4. Samples of all materials to be used externally & internally to include the following i) roof vents, ii) glass block, iii) replacement bricks, iv) canopy, v) timber shutters, stall risers, counters & doors, vi) floor covering, vii) lobby glazing, viii) lighting internally & externally, ix) internal staircase & x) balustrade to storage area
5. General lighting scheme and decoration
6. Signage to stalls
7. Further details regarding, moveable bar top, removable balustrade
8. Refurbishment of WC facilities and retention of historic fabric
9. Attachment of externally canopy to north east elevation
10. Details re erection of internal blinds

JJ



LOCATION PLAN FOR APPLICATION No: - 81564/LB/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

RELOCATION OF EXISTING VEHICULAR ACCESS, INCLUDING REMOVAL OF FRONT BOUNDARY WALL TO CREATE NEW OPENING, REBUILDING WALL TO PROVIDE VISIBILITY SPLAYS AND ERECTION OF STONE PIERS AND TIMBER GATES SET BACK INTO THE SITE.

Enderley, 12 Langham Road, Bowdon, WA14 2HU

APPLICANT: Mr Mohit Khurana

AGENT: Cunnane Town Planning LLP

RECOMMENDATION: REFUSE

Councillor Hyman has called in the application for the reasons set out in the report.

SITE

Enderley is a large and recently built two storey part three storey detached property located on the northern side of Langham Road and within the Bowdon Conservation Area. The site is elevated from Langham Road and the dwelling is prominent above the front boundary treatment, although the front garden and lower parts of the dwelling are obscured by the boundary treatment. The front boundary wall has recently been removed following damage caused by the removal of a tree and the frontage to the site is currently open. The wall was a 1.3m high sandstone wall with planting behind and the access is to the far right-hand side of the site. There are also two mature trees on the front boundary. The site is situated between two large detached buildings both comprising apartments (The Beeches and Beech Mount) and also backs onto apartments (Stamford Lodge).

The Planning Guidelines for the Bowdon Conservation Area describe its character as derived primarily from its origin as a Victorian residential suburban areas and the predominant impression is of spaciousness, tree lined streets and large houses in large grounds. For this part of the Conservation Area (sub-area D) the area is described as being mainly large Victorian properties which stand in large grounds at the head of a south facing slope; these buildings and trees around them are important in the skyline as viewed from land to the south.

PROPOSAL

Permission is sought for the relocation of the existing vehicular access to the front of the property and alterations to the boundary wall, summarised as follows: -

- Removal of part of front boundary wall to create new opening approximately halfway along the site frontage (this has effectively now been carried out) ;
- Rebuilding of the wall using the existing stone and on an angled alignment so as to provide visibility splays;
- Erection of stone piers and timber gates set back into the site;
- Closure of the existing access with the re-built stone wall.

An application for Conservation Area Consent for removal of the wall has also been submitted and is to be determined alongside this application (ref. 81434/CAC/2013).

The wall was removed in September 2013 (shortly after this application had been submitted), following damage caused by removal of a tree. Officers were advised that a tree was being removed from the frontage and due to its roots the wall was damaged and subsequently removed. It is understood that the stone blocks forming the wall have been retained securely on site pending the outcome of this application. It is also noted that a degree of excavation work has commenced in the approximate location of the vehicular access proposed in this application.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

R1 – Historic Environment

R2 – Natural Environment

PROPOSALS MAP NOTATION

Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas

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

80682/FULL/2013 – Relocation of existing vehicular access, including removal of part of front boundary wall to create new opening, rebuilding part of wall to provide visibility splays and erection of stone piers and timber gates set back into the site. Refused 15/07/13

H/70836 - Demolition of existing dwelling and erection of a replacement dwelling with attached garage. Approved 24/04/09

H/64794 – Demolition of existing dwelling and erection of a two storey replacement dwelling and attached garage. Approved 03/11/06

H/CC/64795 - Conservation Area Consent for demolition of existing dwelling. Approved 03/11/06

APPLICANT'S SUBMISSION

A supporting letter incorporating a Heritage Statement and a separate Health and Safety Justification Report have been submitted. Key points in support of the development are summarised as follows: -

- The existing access is at substantially lower level than the land to the east, leading to a steep slope from the site onto the road. The northern side of Langham Road lacks a pedestrian footpath, splays or other features which may allow a view along the road. Vehicular and pedestrian visibility to the east when leaving the site is effectively nil, with visibility to the west also limited.
- The wall is currently in a poor condition of repair and has partially collapsed at a central point on the frontage where a tree has previously been removed. Existing trees have caused other movement and bulging in the wall which appears to be undermining its general integrity.
- The materials to be deployed in rebuilding the wall will be sourced from the demolition of other parts of the wall.
- The proposal will secure the future of the existing mature tree adjacent to the existing access.
- The Planning Guidelines state that stone boundary walls to frontages are valuable but that they can be rebuilt where access considerations make this necessary. The issues relating to highway safety represent exactly this situation.
- The re-location of the driveway to a central location with a proper recessed access will alleviate these issues and satisfy the owners "Duty of Care" under the Occupiers Liability Act 1957.

CONSULTATIONS

LHA – No objections

REPRESENTATIONS

Councillor Hyman – These applications have been called in because of the current safety issues of poor visibility and dangerous access onto Langham Road for both vehicles and pedestrians. It is considered that these issues can be resolved within the application, as can any impact on the character and appearance of the Conservation Area.

Bowdon Conservation Group – Comment as follows: -

- Note with disappointment and concern that the front boundary wall has already been removed prior to determination of the application and in contravention of planning control.
- Appalled that a tree has been felled and question whether this was approved
- The preservation of Bowdon's sandstone walls as a defining feature of the Conservation Area remains essential and any exception to their retention or alteration should only be contemplated in the most extenuating circumstances.

- Unconvinced regarding the applicant's arguments in relation to road safety. The sight lines exiting the existing drive have been checked and have been found to be not unduly onerous.
- Concern regarding the manner in which planning permission for this development appears to have been progressed by stealth with the applicant proceeding piecemeal, acting without planning permission and compromising the Council's and Conservation Group's ability to consider proposals in the round and reach fair and mutually agreed solutions.

Neighbours - 1 letter of objection received summarised as follows: -

- The applicant has already carried out much of this work without planning permission.
- This does cause traffic chaos on Langham Road, as at that point the road is quite narrow.
- The building of the house and refurbishing of the grounds has gone on for many years and a lot of work is still needed to complete it.
- Unfortunately so far these owners have antagonized all their surrounding neighbours.

OBSERVATIONS

BACKGROUND

1. The application follows a recently refused application for similar alterations to the front boundary and creation of a new access (ref. 80682/FULL/2013). That application was refused for the reason that removal of the historic boundary would result in the loss of an important feature that makes a positive contribution to the character and appearance of the Bowdon Conservation Area and also the proposed arrangement, by virtue of the splayed alignment of the wall, the central location of the access, and the new gates and gate posts set above the level of the road, would form an incongruous feature within the street scene and fail to preserve or enhance the character and appearance of the Bowdon Conservation Area. This was considered to be contrary to Policies L7 and R1 of the Trafford Core Strategy, Proposal ENV21 of the Revised Trafford Unitary Development Plan, the Council's approved Planning Guidelines for the Bowdon Conservation Area and the Planning Guidelines 'Fencing' and relevant guidance in the National Planning Policy Framework.
2. The current application differs from the previous application in that correct elevation drawings have been submitted to reflect the difference in levels between Langham Road and the site; the driveway alignment (from the position of the proposed gates up to the front of the dwelling) is different and results in a greater proportion of hard landscaping; and three new trees are proposed whereas the previous scheme indicated two trees and in different positions to those now proposed. Otherwise the scheme is the same as that which was previously refused.

IMPACT WITHIN THE STREET SCENE AND BOWDON CONSERVATION AREA

3. The NPPF states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification (paragraph 132). It also states proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (paragraph 137).
4. Policy R1 (Historic Environment) of the Core Strategy requires all new development to take account of surrounding building styles, landscapes and historic distinctiveness. It states developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. With regards to demolition within Conservation Areas, Policy R1 states the Council will take into account the contribution made by the building or structure to the character, appearance or special architectural interest of the area as a whole, including the merits of any proposed (re)development. Policy L7 (Design) is also relevant and states that in relation to matters of design, development must be appropriate in its context and enhance the street scene or character of the area by appropriately addressing boundary treatment.
5. The Planning Guidelines for the Bowdon Conservation Area state the stone front boundary walls are a typical feature of the area and are valuable in providing a quality and consistency to the road frontages. It states '*It will be essential for such walls to be retained (or possibly rebuilt if access considerations make this necessary)*'. (paragraph 5.7(i)). The Planning Guidelines also acknowledge at paragraph 4.8 (d) that front boundaries throughout the areas consist mainly of walls of large dressed sandstone blocks, varying in height from 0.6m to 2.0m. The guidelines also state the wealth of trees and mature landscaping is a vital feature of the areas and in parts is even more important than the buildings. The Council seeks to maintain and enhance existing tree cover in these areas together with their established boundary planting. '*This will mean avoiding opening up the frontage by accesses...*' (paragraph 5.7(a)).
6. The contribution that sandstone boundary walls make to the Bowdon Conservation Area is of paramount importance. This is recognised by

the English Heritage document Strategic Stone Study - A Building Stone Atlas of Greater Manchester, Published June 2011 which states the Helsby Sandstone Formation (formerly the Lower Keuper Sandstone) has been worked at Stockport and Timperley (Trafford), and just outside the area at Lymm and Alderley Edge, in Cheshire. The pair of quarries at Timperley, which became disused before 1900, were probably used for stone plinths for timber-framed and brick houses within the Dunham Massey estate, as well as in the striking boundary walls within the Victorian 'villa suburbs' of Altrincham p.12.

7. The existing (recently removed) front boundary treatment of 1.3m high sandstone wall with hedge/planting behind is typical of the area and makes a positive contribution to the character of the area. As such it is considered a heritage asset, as defined in the NPPF. The Guidelines for the Conservation Area refer specifically to boundary treatments of this type (see above). The wall forms the formal boundary treatment laid out originally in the nineteenth century; prior to a house being erected on the site and a vehicular access added in the mid twentieth century it appears that formal gardens were laid out on the plot potentially serving the Beeches.
8. The application proposals would fundamentally alter the boundary treatment, with the removal of a substantial section of the existing boundary wall and its re-building on a different alignment to allow for the new access position and visibility splays. The splayed opening would extend almost the full width of the frontage with the wall built on an angled alignment from each corner before curving into the site for a length of some 6 metres. It is considered this proposed arrangement would neither preserve or enhance the character and appearance of the Conservation Area. It is acknowledged that the Planning Guidelines state that boundary walls may be rebuilt if access considerations make this necessary, however in this case the proposal is not simply rebuilding the wall but fundamentally altering its alignment and its appearance in the street scene.
9. It is also noted that historically the access to a site was often positioned off centre with a curved driveway which helped to conceal the dwelling using landscaping. Whilst the former dwelling at Enderley did not positively contribute to the character of the Conservation Area, the boundary treatment and layout of the vehicular access and site reflected the positive attributes of adjoining sites and as such contributed to the Conservation Area. The boundary wall provides a unity with the continuous run of historic boundary wall along Langham Road, which a prominent route through the Conservation Area, the wall provides a formal and defining presence to the streetscene.
10. The applicant has referred in their submission to the entrance to Beech Mount adjacent to the site and which has splayed walls and a gate recessed into the site. It is acknowledged this arrangement deviates from the character of boundary treatments in the area and it is

considered this only serves to demonstrate the inappropriate nature of a recessed and splayed access arrangement within this location. Furthermore it is considered this is not directly comparable to the application property as Beech Mount is apartments (8 units) and therefore the use of this access is far more intensive than that at the application site. It is also pertinent to refer to paragraph 5.1(b) of the Planning Guidelines which state *'in sizeable areas such as these there are bound to be variations in the quality of individual developments. It will not be sufficient to pick out the worst examples and base a proposal on them. In particular there are some modern developments which have not accorded with the special qualities of these areas.'*

HIGHWAY SAFETY

11. It is acknowledged that the existing arrangement is sub-standard in that visibility is restricted in both directions, both for vehicles exiting the site and for highway users being able to see exiting vehicles. The applicant's submission also refers to the entrance being difficult to spot when driving along the road and vehicles needing to slow down to spot the entrance. It should also be recognised however, that this is the historic situation with this property. Prior to the construction of the existing dwelling there was a dwelling on the plot which has used the existing access for some 50 years. No evidence has been submitted of any incidents or an accident record relating to the existing arrangement. Whilst the existing difficulties are acknowledged and the proposed arrangement would be an improvement in highway safety terms, this must be balanced against the requirement for any improved access to also at least preserve, or possibly enhance, the character and appearance of the Conservation Area and in this case it is considered the level of harm would outweigh the safety benefits, contrary to the test in the NPPF.
12. The LHA has raised no objections to the proposal on highways grounds and comment the proposals actually improve the visibility from the access onto Langham Road. These comments do not however, affect the above conclusion that the highway safety improvements do not outweigh the harm to the character of the Conservation Area.
13. It is noted that no alternative proposals appear to have been considered by the applicant since the previous application was refused or if they have why these were disregarded e.g. potential amendments and/or widening of the existing access to improve visibility but without detriment to the character of the Conservation Area.

TREES AND LANDSCAPING

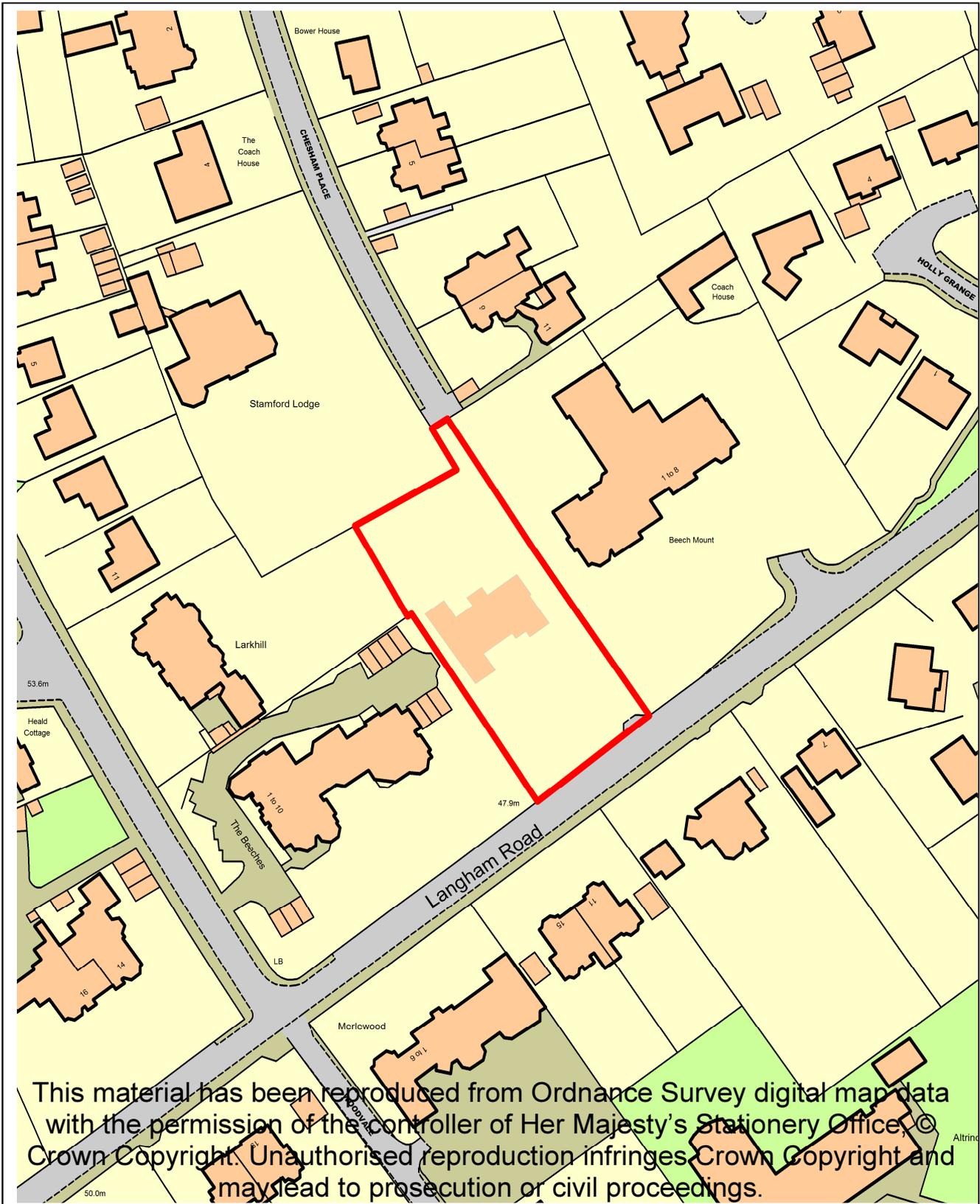
14. There are two large trees on the frontage, one at each side of the site, both of which are shown as being retained on the site plan. The remainder of the planting that existed behind the wall has been removed and the proposed driveway would result in a greater

proportion of hard landscaping. The submitted plans indicate three additional trees to be planted, including a tree adjacent to the proposed access but otherwise no detail is provided and the boundary treatment and planting as indicated would not compensate for what has been removed. In the event of the proposals being found to be acceptable, any permission would need a detailed landscaping scheme to be submitted and approved.

RECOMMENDATION: REFUSE for the following reason: -

1. The proposed removal of an historic boundary wall that follows its historic alignment would result in the loss of an important feature that makes a positive contribution to the character and appearance of the Bowdon Conservation Area whilst the proposed arrangement, by virtue of the splayed alignment of the wall and the central location of the access, together with new gates and gate posts set above the level of the road, would form an incongruous feature within the street scene and fail to preserve or enhance the character and appearance of the Bowdon Conservation Area. The proposed development is thereby contrary to Policies L7 and R1 of the Trafford Core Strategy, Proposal ENV21 of the Revised Trafford Unitary Development Plan, the Council's approved Planning Guidelines for the Bowdon Conservation Area and the Planning Guidelines 'Fencing' and relevant guidance in the National Planning Policy Framework.

RG



LOCATION PLAN FOR APPLICATION No: - 81425/HHA/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

CONSERVATION AREA CONSENT TO REMOVE FRONT BOUNDARY WALL (TO ENABLE RELOCATION OF EXISTING VEHICULAR ACCESS AND REBUILDING OF WALL TO PROVIDE VISIBILITY SPLAYS).

Enderley, 12 Langham Road, Bowdon, WA14 2HU

APPLICANT: Mr Mohit Khurana

AGENT: Cunnane Town Planning LLP

RECOMMENDATION: REFUSE

Councillor Hyman has called in the application for the reasons set out in the report.

SITE

Enderley is a large and recently built two storey part three storey detached property located on the northern side of Langham Road and within the Bowdon Conservation Area. The site is elevated from Langham Road and the dwelling is prominent above the front boundary treatment, although the front garden and lower parts of the dwelling are obscured by the boundary treatment. The front boundary wall has recently been removed following damage caused by the removal of a tree and the frontage to the site is currently open. The wall was a 1.3m high sandstone wall with planting behind and the access is to the far right-hand side of the site. There are also two mature trees on the front boundary. The site is situated between two large detached buildings both comprising apartments (The Beeches and Beech Mount) and also backs onto apartments (Stamford Lodge).

The Planning Guidelines for the Bowdon Conservation Area describe its character as derived primarily from its origin as a Victorian residential suburban areas and the predominant impression is of spaciousness, tree lined streets and large houses in large grounds. For this part of the Conservation Area (sub-area D) the area is described as being mainly large Victorian properties which stand in large grounds at the head of a south facing slope; these buildings and trees around them are important in the skyline as viewed from land to the south.

PROPOSAL

The application seeks Conservation Area Consent for removal of the front boundary wall in order to enable relocation of the existing vehicular access and rebuilding of the wall on a different alignment and to provide visibility splays.

The proposed works are also the subject of a planning application to be determined alongside this application (Application No. 81425/HHA/2013).

The wall was removed in September 2013 (shortly after this application had been submitted), following damage caused by removal of a tree. Officers were advised that a tree was being removed from the frontage and due to its roots the wall was damaged and subsequently removed. It is understood that the stone blocks forming the wall have been retained securely on site pending the outcome of this application. It is also noted that a degree of excavation work has commenced in the approximate location of the vehicular access proposed in this application.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

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

R1 – Historic Environment

PROPOSALS MAP NOTATION

Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas

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

80682/FULL/2013 – Relocation of existing vehicular access, including removal of part of front boundary wall to create new opening, rebuilding part of wall to provide visibility splays and erection of stone piers and timber gates set back into the site. Refused 15/07/13

H/70836 - Demolition of existing dwelling and erection of a replacement dwelling with attached garage. Approved 24/04/09

H/64794 – Demolition of existing dwelling and erection of a two storey replacement dwelling and attached garage. Approved 03/11/06

H/CC/64795 - Conservation Area Consent for demolition of existing dwelling. Approved 03/11/06

APPLICANT'S SUBMISSION

A supporting letter incorporating a Heritage Statement and a separate Health and Safety Justification Report have been submitted. Key points in support of the development are summarised as follows: -

- The existing access is at substantially lower level than the land to the east, leading to a steep slope from the site onto the road. The northern side of Langham Road lacks a pedestrian footpath, splays or other features which may allow a view along the road. Vehicular and pedestrian visibility to the east when leaving the site is effectively nil, with visibility to the west also limited.
- The wall is currently in a poor condition of repair and has partially collapsed at a central point on the frontage where a tree has previously been removed. Existing trees have caused other movement and bulging in the wall which appears to be undermining its general integrity.
- The materials to be deployed in rebuilding the wall will be sourced from the demolition of other parts of the wall.

- The proposal will secure the future of the existing mature tree adjacent to the existing access.
- The Planning Guidelines state that stone boundary walls to frontages are valuable but that they can be rebuilt where access considerations make this necessary. The issues relating to highway safety represent exactly this situation.
- The re-location of the driveway to a central location with a proper recessed access will alleviate these issues and satisfy the owners "Duty of Care" under the Occupiers Liability Act 1957.

CONSULTATIONS

None

REPRESENTATIONS

Councillor Hyman – These applications have been called in because of the current safety issues of poor visibility and dangerous access onto Langham Road for both vehicles and pedestrians. It is considered that these issues can be resolved within the application, as can any impact on the character and appearance of the Conservation Area.

Bowdon Conservation Group – Comment as follows: -

- Note with disappointment and concern that the front boundary wall has already been removed prior to determination of the application and in contravention of planning control.
- Appalled that a tree has been felled and question whether this was approved
- The preservation of Bowdon's sandstone walls as a defining feature of the Conservation Area remains essential and any exception to their retention or alteration should only be contemplated in the most extenuating circumstances.
- Unconvinced regarding the applicant's arguments in relation to road safety. The sight lines exiting the existing drive have been checked and have been found to be not unduly onerous.
- Concern regarding the manner in which planning permission for this development appears to have been progressed by stealth with the applicant proceeding piecemeal, acting without planning permission and compromising the Council's and Conservation Group's ability to consider proposals in the round and reach fair and mutually agreed solutions.

Neighbours - 1 letter of objection received summarised as follows: -

- The applicant has already carried out much of this work without planning permission.
- This does cause traffic chaos on Langham Road, as at that point the road is quite narrow.

- The building of the house and refurbishing of the grounds has gone on for many years and a lot of work is still needed to complete it.
- Unfortunately so far these owners have antagonized all their surrounding neighbours.

OBSERVATIONS

BACKGROUND

1. The application follows a recently refused application for similar alterations to the front boundary and creation of a new access (ref. 80682/FULL/2013). That application was refused for the reason that removal of the historic boundary would result in the loss of an important feature that makes a positive contribution to the character and appearance of the Bowdon Conservation Area and also the proposed arrangement, by virtue of the splayed alignment of the wall, the central location of the access, and the new gates and gate posts set above the level of the road, would form an incongruous feature within the street scene and fail to preserve or enhance the character and appearance of the Bowdon Conservation Area. This was considered to be contrary to Policies L7 and R1 of the Trafford Core Strategy, Proposal ENV21 of the Revised Trafford Unitary Development Plan, the Council's approved Planning Guidelines for the Bowdon Conservation Area and the Planning Guidelines 'Fencing' and relevant guidance in the National Planning Policy Framework.
2. The current application differs from the previous application in that correct elevation drawings have been submitted to reflect the difference in levels between Langham Road and the site; the driveway alignment (from the position of the proposed gates up to the front of the dwelling) is different and results in a greater proportion of hard landscaping; and three new trees are proposed whereas the previous scheme indicated two trees and in different positions to those now proposed. Otherwise the scheme is the same as that which was previously refused.

IMPACT WITHIN THE STREET SCENE AND BOWDON CONSERVATION AREA

3. The NPPF states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification

(paragraph 132). It also states proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (paragraph 137).

4. Policy R1 (Historic Environment) of the Core Strategy requires all new development to take account of surrounding building styles, landscapes and historic distinctiveness. It states developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. With regards to demolition within Conservation Areas, Policy R1 states the Council will take into account the contribution made by the building or structure to the character, appearance or special architectural interest of the area as a whole, including the merits of any proposed (re)development. Policy L7 (Design) is also relevant and states that in relation to matters of design, development must be appropriate in its context and enhance the street scene or character of the area by appropriately addressing boundary treatment.
5. The Planning Guidelines for the Bowdon Conservation Area state the stone front boundary walls are a typical feature of the area and are valuable in providing a quality and consistency to the road frontages. It states '*It will be essential for such walls to be retained (or possibly rebuilt if access considerations make this necessary)*'. (paragraph 5.7(i)). The Planning Guidelines also acknowledge at paragraph 4.8 (d) that front boundaries throughout the areas consist mainly of walls of large dressed sandstone blocks, varying in height from 0.6m to 2.0m. The guidelines also state the wealth of trees and mature landscaping is a vital feature of the areas and in parts is even more important than the buildings. The Council seeks to maintain and enhance existing tree cover in these areas together with their established boundary planting. '*This will mean avoiding opening up the frontage by accesses...*' (paragraph 5.7(a)).
6. The contribution that sandstone boundary walls make to the Bowdon Conservation Area is of paramount importance. This is recognised by the English Heritage document Strategic Stone Study - A Building Stone Atlas of Greater Manchester, Published June 2011 which states the Helsby Sandstone Formation (formerly the Lower Keuper Sandstone) has been worked at Stockport and Timperley (Trafford), and just outside the area at Lymm and Alderley Edge, in Cheshire. The pair of quarries at Timperley, which became disused before 1900, were probably used for stone plinths for timber-framed and brick houses within the Dunham Massey estate, as well as in the striking boundary walls within the Victorian 'villa suburbs' of Altrincham p.12.
7. The existing (recently removed) front boundary treatment of 1.3m high sandstone wall with hedge/planting behind is typical of the area and makes a positive contribution to the character of the area. As such it is considered a heritage asset, as defined in the NPPF. The Guidelines

for the Conservation Area refer specifically to boundary treatments of this type (see above). The wall forms the formal boundary treatment laid out originally in the nineteenth century; prior to a house being erected on the site and a vehicular access added in the mid twentieth century it appears that formal gardens were laid out on the plot potentially serving the Beeches.

8. The application proposals would fundamentally alter the boundary treatment, with the removal of a substantial section of the existing boundary wall and its re-building on a different alignment to allow for the new access position and visibility splays. The splayed opening would extend almost the full width of the frontage with the wall built on an angled alignment from each corner before curving into the site for a length of some 6 metres. It is considered this proposed arrangement would neither preserve or enhance the character and appearance of the Conservation Area. It is acknowledged that the Planning Guidelines state that boundary walls may be rebuilt if access considerations make this necessary, however in this case the proposal is not simply rebuilding the wall but fundamentally altering its alignment and its appearance in the street scene.
9. It is also noted that historically the access to a site was often positioned off centre with a curved driveway which helped to conceal the dwelling using landscaping. Whilst the former dwelling at Enderley did not positively contribute to the character of the Conservation Area, the boundary treatment and layout of the vehicular access and site reflected the positive attributes of adjoining sites and as such contributed to the Conservation Area. The boundary wall provides a unity with the continuous run of historic boundary wall along Langham Road, which a prominent route through the Conservation Area, the wall provides a formal and defining presence to the streetscene.
10. The applicant has referred in their submission to the entrance to Beech Mount adjacent to the site and which has splayed walls and a gate recessed into the site. It is acknowledged this arrangement deviates from the character of boundary treatments in the area and it is considered this only serves to demonstrate the inappropriate nature of a recessed and splayed access arrangement within this location. Furthermore it is considered this is not directly comparable to the application property as Beech Mount is apartments (8 units) and therefore the use of this access is far more intensive than that at the application site. It is also pertinent to refer to paragraph 5.1(b) of the Planning Guidelines which state *'in sizeable areas such as these there are bound to be variations in the quality of individual developments. It will not be sufficient to pick out the worst examples and base a proposal on them. In particular there are some modern developments which have not accorded with the special qualities of these areas.'*

HIGHWAY SAFETY

11. It is acknowledged that the existing arrangement is sub-standard in that visibility is restricted in both directions, both for vehicles exiting the site and for highway users being able to see exiting vehicles. The applicant's submission also refers to the entrance being difficult to spot when driving along the road and vehicles needing to slow down to spot the entrance. It should also be recognised however, that this is the historic situation with this property. Prior to the construction of the existing dwelling there was a dwelling on the plot which has used the existing access for some 50 years. No evidence has been submitted of any incidents or an accident record relating to the existing arrangement. Whilst the existing difficulties are acknowledged and the proposed arrangement would be an improvement in highway safety terms, this must be balanced against the requirement for any improved access to also at least preserve, or possibly enhance, the character and appearance of the Conservation Area and in this case it is considered the level of harm would outweigh the safety benefits, contrary to the test in the NPPF.
12. The LHA has raised no objections to the proposal on highways grounds and comment the proposals actually improve the visibility from the access onto Langham Road. These comments do not however, affect the above conclusion that the highway safety improvements do not outweigh the harm to the character of the Conservation Area.
13. It is noted that no alternative proposals appear to have been considered by the applicant since the previous application was refused or if they have why these were disregarded e.g. potential amendments and/or widening of the existing access to improve visibility but without detriment to the character of the Conservation Area.

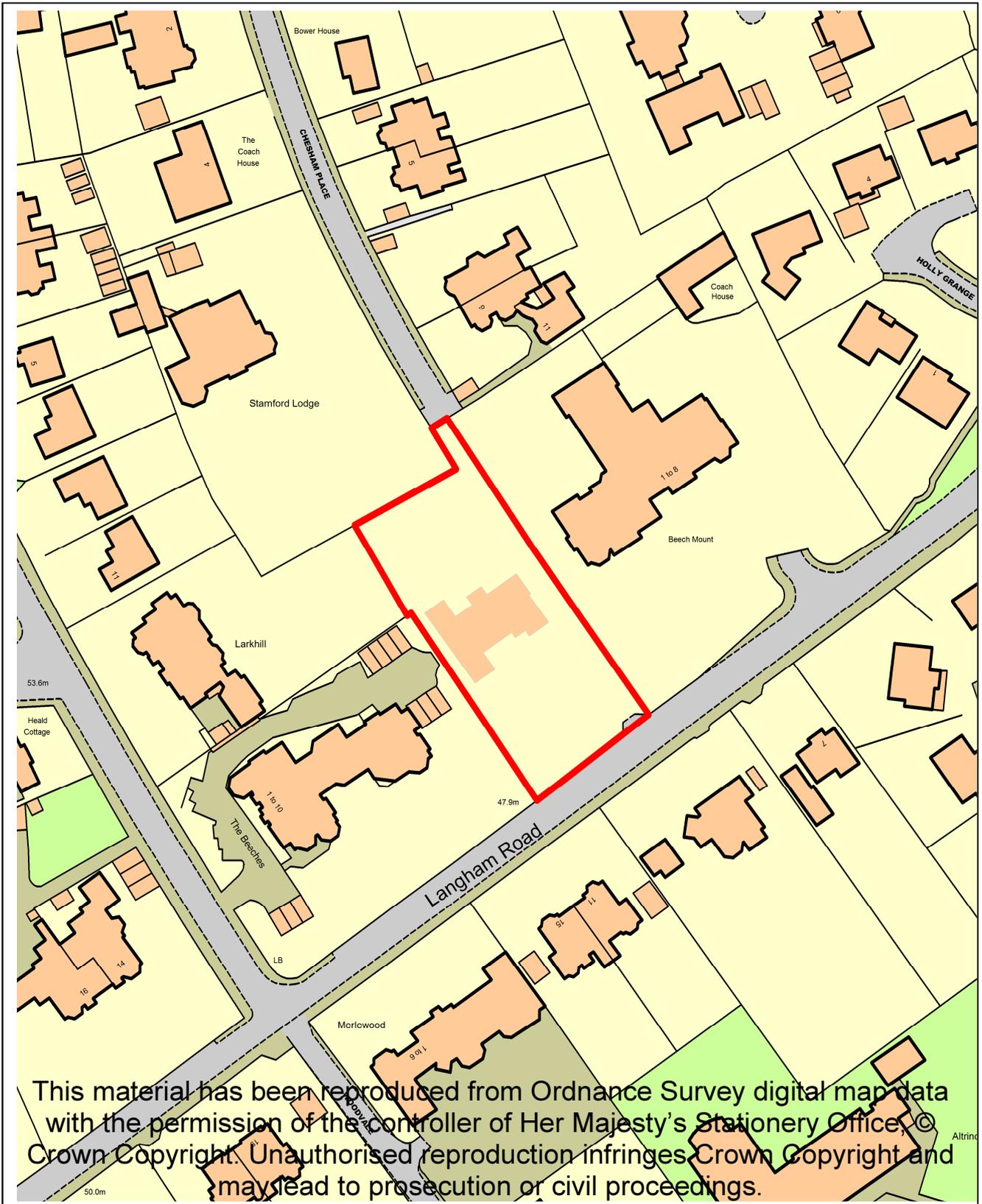
TREES AND LANDSCAPING

14. There are two large trees on the frontage, one at each side of the site, both of which are shown as being retained on the site plan. The remainder of the planting that existed behind the wall has been removed and the proposed driveway would result in a greater proportion of hard landscaping. The submitted plans indicate three additional trees to be planted, including a tree adjacent to the proposed access but otherwise no detail is provided and the boundary treatment and planting as indicated would not compensate for what has been removed. In the event of the proposals being found to be acceptable, any permission would need a detailed landscaping scheme to be submitted and approved.

RECOMMENDATION: REFUSE for the following reason: -

1. The proposed removal of an historic boundary wall that follows its historic alignment would result in the loss of an important feature that makes a positive contribution to the character and appearance of the Bowdon Conservation Area whilst the proposed arrangement, by virtue of the splayed alignment of the wall and the central location of the access, together with new gates and gate posts set above the level of the road, would form an incongruous feature within the street scene and fail to preserve or enhance the character and appearance of the Bowdon Conservation Area. The proposed development is thereby contrary to Policies L7 and R1 of the Trafford Core Strategy, Proposal ENV21 of the Revised Trafford Unitary Development Plan, the Council's approved Planning Guidelines for the Bowdon Conservation Area and the Planning Guidelines 'Fencing' and relevant guidance in the National Planning Policy Framework.

RG



LOCATION PLAN FOR APPLICATION No: - 81434/CAC/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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REFURBISHMENT OF EXISTING TOWER BLOCK INCLUDING NEW GLAZED ENTRANCE LOBBY, NEW GLAZED BALCONY ENCLOSURES, ELEVATIONAL TREATMENTS OF NEW EXTERNAL WALL INSULATION AND RENDER SYSTEM AND COMPOSITE CLADDING PANELS.

Magnolia Court, Magnolia Close, Sale

APPLICANT: Irwell Valley Housing Association

AGENT: Michael Dyson Associates

RECOMMENDATION: GRANT

SITE

Magnolia Court is a 13 storey high rise tower block consisting of around 62 one and two bedroomed flats. The building is set in its own grounds with car parking for the residents in its own dedicated car park. In the vicinity are two storey houses and flats.

PROPOSAL

The proposals are to change the external appearance of the tower block to regenerate it and create a modern appearance. The existing balconies are to receive a completely new balcony system that will fully enclose the existing structure. Presently the balconies are solid up to 1.1m. The new proposals divide the glazing below the balustrade level so that the first 500mm is opaque glazing with transparent glazing above. From the balustrade to the soffit will have opening glass panels. The main external walls are to be re-clad in a mix of render and cladding panels with a colour palette of white, light grey and dark grey. External wall insulation is to be introduced to reduce heat loss from the dwellings. The stair tower is to be clad in a dark grey composite cladding panel with external horizontal bands to accentuate the horizontal existing window openings of the stair tower. A new light weight glazed entrance extension is to be provided to move the entry doors to the tower and to provide a welcoming and safe entrance.

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.
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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

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/50478 Refurbishment and alterations to external elevations Approved 24/11/00

APPLICANT'S SUBMISSION

A Design and Access Statement has been submitted. It highlights that the building is structurally sound but the aesthetic appearance needs an upgrade. There are a number of issues with certain features of the building for example the balconies attracting a high number of birds causing problems for the residents and the existing recessed entrance which is hidden and generates a feeling of uncertainty upon approach. They also indicate that the opportunity will be taken whilst refurbishment is being carried out to upgrade the thermal efficiency of the building with the introduction of wall insulation and new windows.

CONSULTATIONS

None

REPRESENTATIONS

None

OBSERVATIONS

PRINCIPLE OF THE PROPOSAL

1. The refurbishment of this tired building and the improvement of the thermal efficiency is to be welcomed.

RESIDENTIAL AMENITY

2. It is considered that the alterations to the building will not negatively impact upon amenity enjoyed by the occupants of other properties in the vicinity.

DESIGN AND APPEARANCE

3. The colours of the proposed design are a palette of white through to dark grey. This will support the clean and modern look sought. The building is already a prominent building and the use of discrete colours will minimise the impact of the building.
4. The glazed entrance will be clearly visible on approach to the building and have a positive impact on the appearance.
5. The enclosing of the balconies will improve the amenity of the building for occupiers by increasing the amount of useable area, preventing entry from birds and providing an improved view from a seated position

on the balcony. It is also considered that it will improve the appearance of the building.

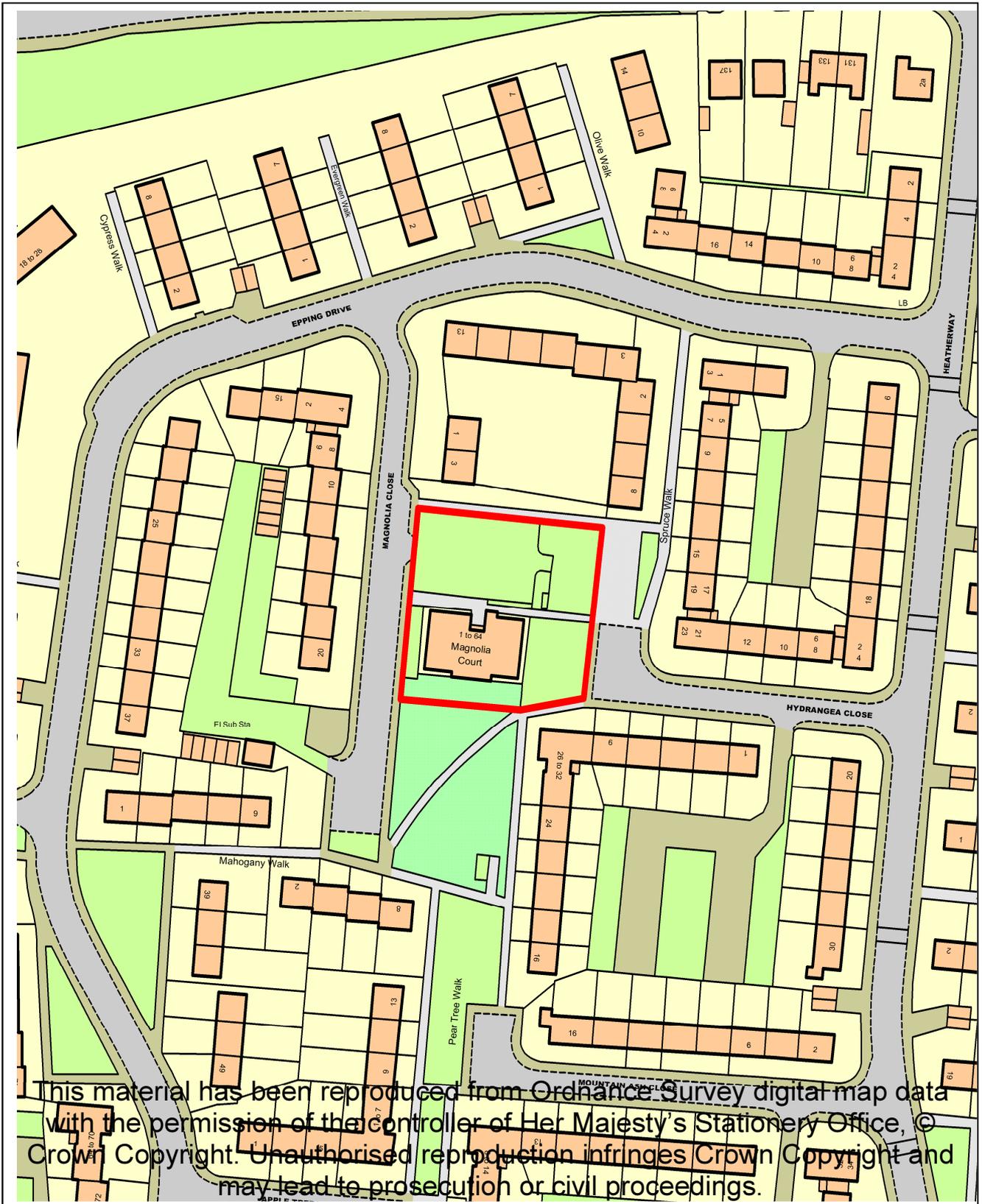
DEVELOPER CONTRIBUTIONS

6. Not applicable

RECOMMENDATION: GRANT subject to the following conditions

1. 3 Years
2. Approved plans
3. Materials

CMR



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