

**DEMOLITION OF EXISTING DETACHED GARAGE AND ERECTION OF TWO SEMI-DETACHED DWELLINGS, DETACHED GARAGE TO REAR AND ALTERATIONS TO EXISTING VEHICULAR ACCESS.**

41 Manchester Road, Altrincham, WA14 4RQ

**APPLICANT:**Mr Thomas Thorns

**AGENT:**Project 3 Architects

**RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT**

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This application was considered at the meeting on the 8<sup>th</sup> August 2013 where the Committee resolved that it was Minded to Grant planning permission subject to a Section 106 agreement to require a financial contribution of £5,730.37 in respect of Specific Green Infrastructure and Spatial Green Infrastructure, Sports and Recreation and to include an overage clause up to a maximum of £32,584.26.

It has subsequently become apparent that the agreed contribution of £5,730.37 should in fact be split between Highways and Active Travel Infrastructure; Public Transport Schemes; Spatial Green Infrastructure; Sports and Recreation; and Education facilities, with no requirement for a Specific Green Infrastructure contribution as the applicant has instead agreed to plant six trees on site in lieu of this contribution.

In addition since the previous resolution, there has been a change to the education facilities contribution (as no contribution is required for secondary and post-16 education provision during the current academic year), with the effect of reducing the total contribution required to £27,337.08 and which is reduced further to £25,477.08 given that the applicant has stated six trees will be planted on site in lieu of the Specific Green Infrastructure contribution. The requirement for six trees to be planted on site can be secured by condition.

**There are no other issues to be considered and in all other respects the scheme is unchanged to that considered at the August Planning Committee.**

#### DEVELOPER CONTRIBUTIONS AND VIABILITY

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

<b>TDC category.</b>	<b>Gross TDC required for proposed development.</b>	<b>Contribution to be offset for existing building/use.</b>	<b>Net TDC required for proposed development.</b>
Affordable Housing	0	n/a	0 units
Highways and Active Travel infrastructure (including highway, pedestrian and cycle schemes)	£310	n/a	£310
Public transport schemes (including bus, tram and rail, schemes)	£614	n/a	£614
Specific Green Infrastructure (including tree planting)	£1,860	n/a	£1,860*
Spatial Green Infrastructure, Sports and Recreation (including local open space, equipped play areas; indoor and outdoor sports facilities).	£7,344.26	n/a	£7,344.26
Education facilities.	£17,208.82	n/a	£17,208.82**
<b>Total contribution required.</b>			<b>£27,337.08</b>

\* This contribution would not be required as the applicant has agreed to plant six trees being planted on site, which reduces the total contribution due to £25,477.08.

\*\* Takes into account a reduction of £5,163.80 as no contribution is required for secondary and Post-16 education provision during the current academic year.

2. The applicant has submitted a financial appraisal setting out the costs associated with the proposed development and which concludes that with a developer contribution as above included, the level of profit margin would be unacceptable for the risks involved and the development would not be viable. It is considered that the figures adopted by the applicant in the appraisal are reasonable and as such it is agreed that if the above level of contribution were demanded then the proposed development would become unviable on the evidence given.

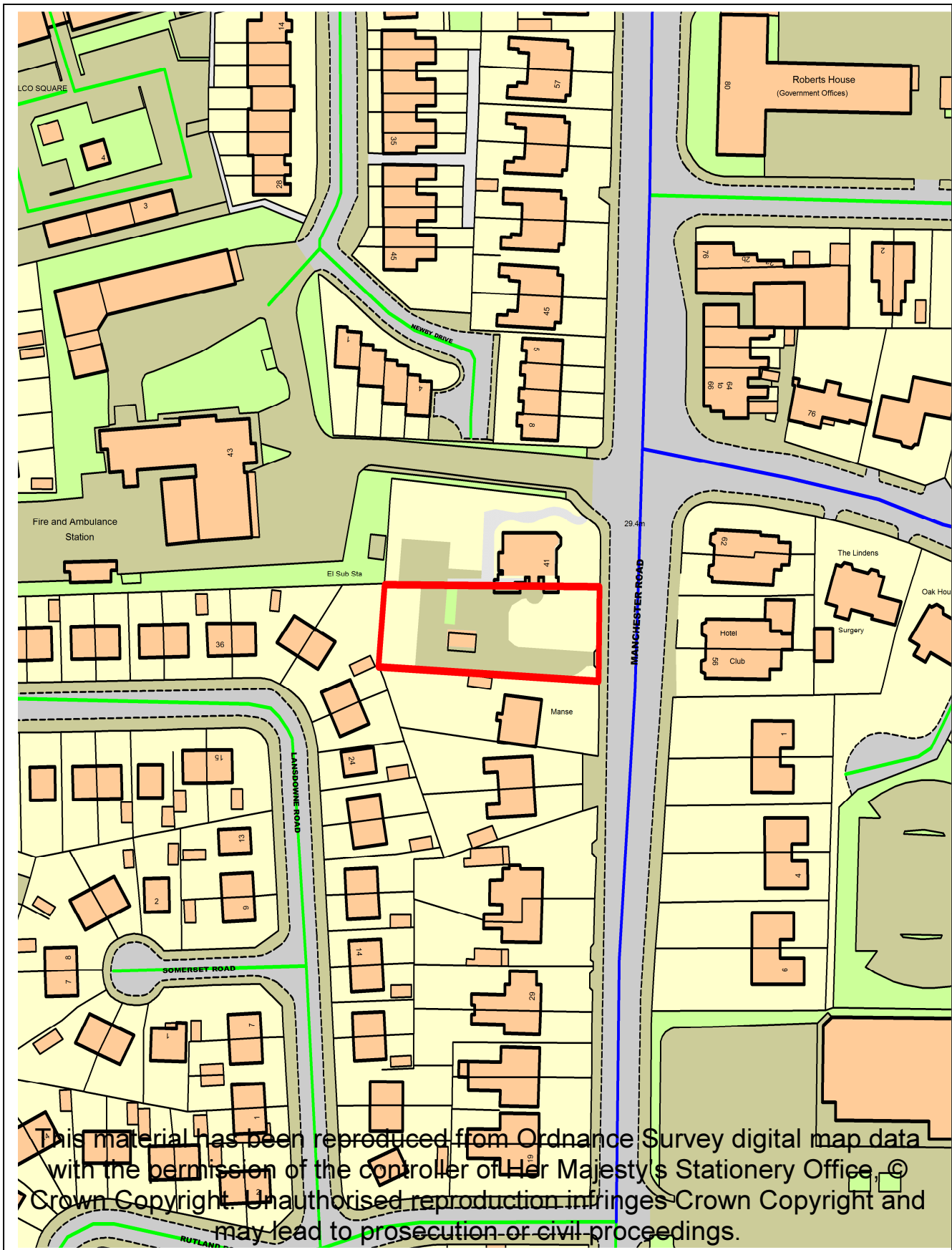
**RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT**  
**and the following conditions: -**

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a financial contribution of £5,730.37 to be split proportionately between Highways and Active Travel Infrastructure; Public Transport Schemes; Spatial Green Infrastructure; Sports and Recreation; and Education facilities; six trees to be planted on site in accordance with an approved landscape scheme as the Specific Green Infrastructure contribution and to include an overage clause to ensure that an appropriate commuted sum up to a maximum of £25,477.08 is provided should the developer's level of net profit be better than predicted in the viability appraisal.
- (B) In the circumstances where the S106 Agreement has not been completed within 3 months of the resolution to grant planning permission or the 8 week target date whichever timescale comes first, the final determination of the application shall be delegated to the Head of Planning.
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -
  1. Standard 3 year time limit
  2. List of approved plans
  3. Samples of materials to be submitted and agreed
  4. Landscape scheme to be submitted and approved, including details of boundary treatment and requirement for a minimum six trees to be planted on site in accordance with SPD1: Planning Obligations.
  5. Tree protection scheme
  6. Contamination land Phase 1 report; subsequent investigation, risk assessment and remediation as necessary.
  7. Removal of permitted development rights for extensions, outbuildings and hard surfaces
  8. Obscure glazing to all first floor windows in side elevations

9. Removal of permitted development rights for additional windows at first and second floor in north and south elevations
10. Provision of wheelwash facilities on-site
11. Traffic Management Plan to be submitted and approved
12. Parking provision and retention of spaces
13. Surface water drainage scheme

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**LOCATION PLAN FOR APPLICATION No: - 80836/FULL/2013**

Scale 1:1250 for identification purposes only.

Head of Planning

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

**TO UPGRADE THE PATH BETWEEN THE SOUTHERN END OF WALTON ROAD AND THE BRIDGEWATER CANAL BY WIDENING TO 3.0 METRES AND PROVIDING A NEW SEALED SURFACE.**

Footpath to the North of Baguley Brook and West of the Bridgewater Canal, Sale

**APPLICANT:**Trafford Council

**AGENT:**Wilde Consulting Engineers

**RECOMMENDATION: GRANT**

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**SITE**

The application concerns a path between the Southern end of Walton Road and the Bridgewater Canal and follows the north side of Baguley Brook. Immediately adjoining the site to the north are the rear gardens of residential properties in Walton Road and Frinton Close. To the south of Baguley Brook are the side and rear gardens of residential properties in Frieston Road, St. James's Grove and Buckingham Grove.

**PROPOSAL**

The proposal is part of a wider scheme to upgrade the Bridgewater Canal along its full length with the intention of making the towpath a permissive route for cycles. This part of the scheme would particularly focus on commuters using the route as a sustainable means of transport to or from their work place. Much of the route has already been completed from Sale to Stretford and along some sections within Trafford Park. Works to the canal towpath are due to commence next year on the length between Marsland Road, Sale and Park Road Timperley. This proposal would upgrade an existing unpaved access footpath of approximately 300m in length. The nearest current alternative access points to the Bridgewater Way are via a passageway off Walton Road and from the bridge on Park Road which is in excess of 500m away, both are unsuitable for cyclists..

The existing unsurfaced path will be increased in width to 3m largely following the line of the existing footpath and finished in bitumen macadam with a resin

scattercoat gravel finish. The gravel is to be a golden colour as used elsewhere on the Bridgewater towpath. The path will be bounded by 50mm wide ore-cast concrete edgings. Access to the path from Walton Road is to be limited by the provision of fixed and removable bollards along the footway in Walton Road. The new alignment of the path is to be moved further south towards Baguley Brook to provide better site lines for cyclists exiting the path onto Walton Road. An additional warning sign is to be provided to pedestrians on Walton Road alerting them to the presence of cyclists in the vicinity of the access. Tactile paving is to be provided on the start of the path to warn visually impaired pedestrians of the likely presence of cyclists.

A short section of retaining wall approximately 12m is proposed alongside the north bank of the Brook. The applicant is currently in discussions with the Environment Agency in respect of the details. Any further details in this respect will be included in the Additional Information Report.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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

## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L4 – Sustainable Transport and Accessibility

L5 Climate Change

L7 – Design

R2- Natural Environment

R3 – Green Infrastructure

## **PROPOSALS MAP NOTATION**

Area of Nature Conservation OSR7

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

None

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

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

## **RELEVANT PLANNING HISTORY**

None relevant

## **APPLICANT'S SUBMISSION**

Design and Access statement

## **CONSULTATIONS**

**Environment Agency-** Object to the development due to the impact of the gabion baskets on the ecological and aesthetic value of Baguley Brook which is a designated "main river". Under the Water Framework Directive, the North West River Basin Management Plan requires the restoration and enhancement of watercourses. The plan emphasises that there must be no deterioration in the ecological status of watercourses from 2009 baseline conditions, and this includes Baguley Brook. One of the measures identified in the plan for Baguley Brook is to replace artificial, hard bank reinforcement with a softer bioengineering solution. The proposal to install the



gabion baskets contravenes this measure and is likely to cause ecological damage and prevent the watercourses recover. They will also have a visual and aesthetic impact.

In addition the NPPF recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains where possible. Article 10 of the Habitats Directive stresses the importance of natural networks and linked habitat corridors, like Baguley Brook to allow the movement of species between suitable habitats and promote the expansion of biodiversity. River corridors are particularly effective in this way.

## **REPRESENTATIONS**

**Cllr Mrs Dixon** – Supports concerns raised by one of the neighbours. Quite a number of years ago the Council had to put yellow lines at the corner and end of Walton Road with people parking their cars for a number of reasons. One was parking to walk children across the bridge to Park Road School others to go on the Metro. She advises that where cyclists come off the pathway car parking arrangements need to be considered

**Neighbours** – 10 letters of representation have been received from neighbours raising the following issues:-

- Have in the past had problems with motorcycles/motorised cycles on the path and this is likely to increase
- Will make the rear of properties more visible and accessible and reduce security
- Adequate lighting should be provided
- Less than 5m walk away there are two other accesses to the canal
- Removal of barriers/gates will encourage vehicles to use it and cyclists will not be encouraged to slow down and dismount when exiting the pathway onto Walton Road
- Opportunities for pedestrian/Cycle accidents will be increased unless barriers or gates installed
- Concerned about the use of bollards to be installed in the pavement on Walton Road. People already park inconsiderately making it impossible to get out of drive without going onto pavement
- Will encourage further parking with people off loading their cycles
- Waste of money making cycle/pathway 3m wide. Too wide money saved from making it a metre less could be used to upgrade paths in Newton Park
- The project will alter the look and feel of the pathway because wild plants and trees will be removed, would be out of character with the other side of the brook
- Wildlife along the brook will be affected

- Pathway is one of the last surviving links between Timperley and south of Watling Street (A56) with northern moss lands of Sinderland, Carrington and Dunham. Ancient border between Sale and Timperley does not need more tarmac
- Something could be done about the height of the trees which result in a loss of light and broken debris in high winds. Money would be better spent maintaining the trees
- Support the application but surprised at the priority. The footpath between Frieston Road and Newton Park to connect with Banbury Drive/Rochester Drive is in equally poor condition and much more heavily used
- It took an extraordinary amount of time to widen the small footbridge between Walton Road and Frieston Road and at a very high cost. Such projects are wasting public funds when proper maintenance would be adequate.

## **OBSERVATIONS**

### **PRINCIPLE OF DEVELOPMENT**

1. The principle of upgrading the path for pedestrians and cyclists as part of the wider project to upgrade the full length of the Bridgewater Canal is welcomed. Policy L4 of the Trafford Core Strategy advises that “The Council will work with partners and developers to promote active travel through walking and cycling”. It also states that “In particular, the Council will seek to develop a network of pedestrian and cycle routes and associated facilities to provide safe, secure, convenient and attractive cycling and footpath access linking residential areas to schools, workplaces, tourist and leisure facilities”. It is considered that the proposal will be in accordance with these objectives.

### **RESIDENTIAL AMENITY AND SAFETY**

2. It is considered that the proposed works will not unduly impact upon the residential amenity of adjoining properties. Although residents have expressed concerns about security, the proposal includes the use of bollards and removable bollards in the footpath, outside the site boundary, to prevent vehicles accessing the cycle way/path. The boundary treatment with the residential properties will remain as existing. It is therefore considered that the proposal will not significantly reduce the security of neighbouring properties and this is an existing poor quality path.

### **APPEARANCE AND ENVIRONMENT**

3. The applicant has advised that the horizontal alignment has been designed to avoid as many trees as possible whilst maintaining suitable sightlines. The vertical alignment sets the proposed construction to overlay existing ground level where possible to avoid disruption of existing tree roots. Self-seeded trees in the centre of the footway and the line of dead/damaged poplars are to be removed. These will be replaced with 6 European aspen. Overall these measures are considered to support and protect the natural environment in accordance with Policy R2- Natural Environment of the Trafford Core Strategy.
4. The reinforcement of a 12m stretch of the bank is proposed. The Environment Agency objected to the initial proposal for the use of a gabion retaining wall and the exact method is still under discussion. It is anticipated that an acceptable solution will be found.
5. The materials used for the upgrading of the path will match those of existing footpaths along the canal and are considered acceptable.

#### TRAFFIC AND PARKING

6. Residents in Walton Road have expressed concern that the proposal may result in additional parking in the area with users of the cycleway parking and off-loading their cycles. They have expressed concern that inconsiderate parking could result in residents experiencing difficulty getting out of their drives. It is likely that additional parking will be very limited with the majority of users of the path being local residents. A proposal for parking restrictions is currently being drawn up and due for consultation in line with suggestions made by a local resident.
7. Although there are concerns regarding motor cycle use. The Local Planning Authority is unaware of problems regarding motor cycle use elsewhere on the canal where towpath improvements have been carried out and it is considered that overall the benefits of the improvements would outweigh any potential harm.

#### FUNDING

8. Although not impacting on this application, a number of residents have suggested alternative projects on which the money required to undertake this work could be spent. Funding for the Bridgewater way comes from several different sources. The Bridgewater Canal Company as the owners of the Bridgewater Canal provide some funding for the scheme. The Department for Transport's Local Sustainable Transport Fund provides a large part of the funding. Trafford Council's capital programme and section 106 money provides the rest. Other

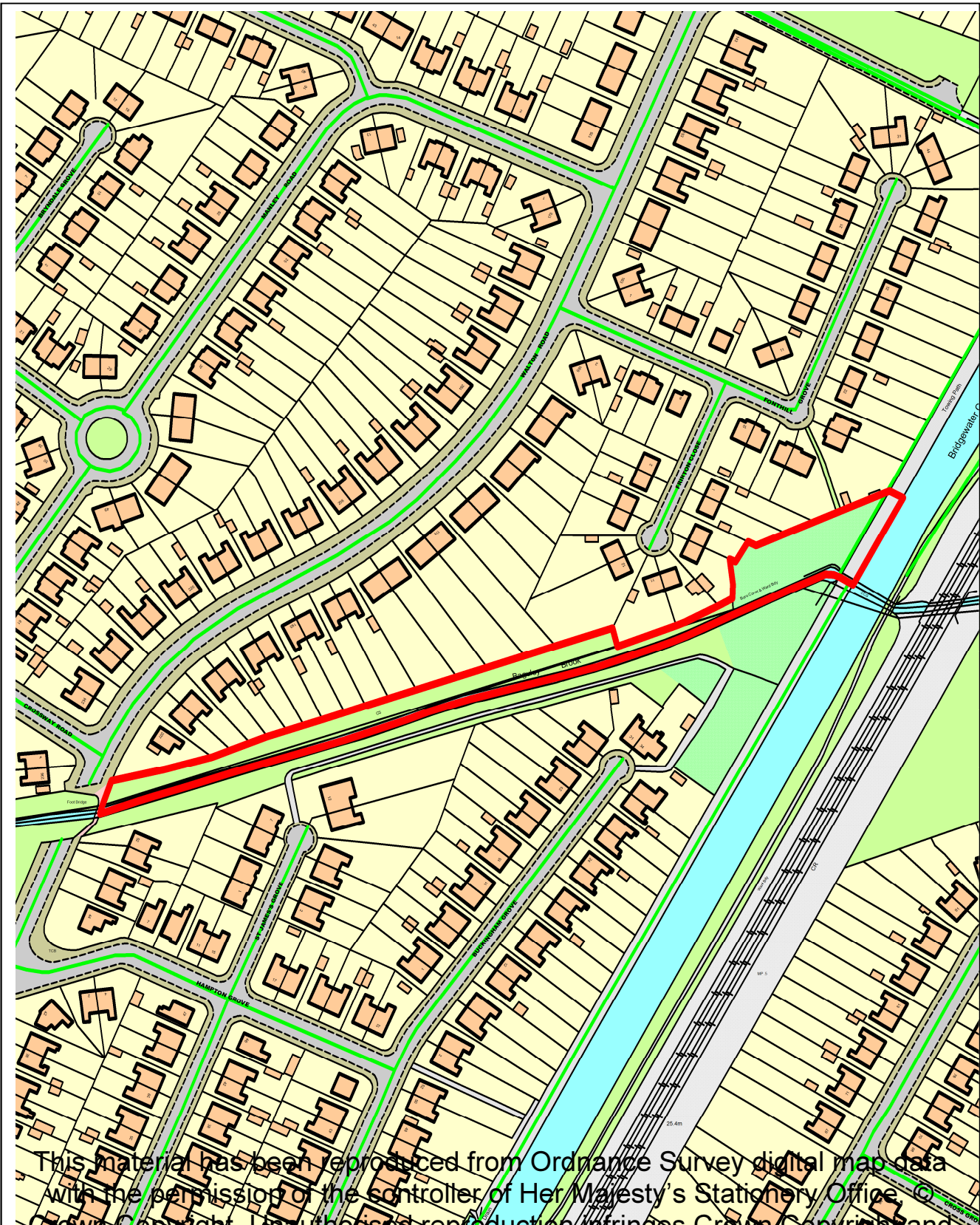
proposals would not necessarily meet the criteria for funding from the above sources.

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

1. Standard
2. Landscaping
3. Reinforcement of banking further details to be submitted

CMR

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LOCATION PLAN FOR APPLICATION No: - 81787/FULL/2013

Scale 1:2000 for identification purposes only.

Head of Planning

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

**ERECTION OF A SINGLE STOREY REAR EXTENSION FOLLOWING THE PARTIAL DEMOLITION OF THE EXISTING KITCHEN TO FORM ADDITIONAL ACCOMMODATION.**

61 Mossgrove Road, Timperley, WA15 6LF

**APPLICANT:** Mr Graham Atherton

**AGENT:**

**RECOMMENDATION: GRANT**

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**The application is to be considered by Planning Development Control Committee as the applicant is the father of an officer of the Council.**

**SITE**

The application relates to a two storey semi-detached dwelling located on the eastern side of Moss Lane, Timperley. There are properties of a similar type to the north, south, east and west of the site as it lies within a predominately residential area. The property itself features a gabled roof design and has bay windows within its front and side elevations. The site currently features a large garage extension to the side/rear which incorporates a work shop and car port; to the rear of the original house a single storey kitchen extension featuring a lean-to roof has also been erected.

**PROPOSAL**

The applicants have detailed the proposed erection of a single storey rear extension, following the partial demolition of the existing extension to form additional living accommodation. The proposal would have a maximum projection of 6 metres, equal to that of the existing rear extension; and be set away from the adjoining southern boundary by 0.8 metres. A flat roof design, with a UPVC glass lantern feature placed in the centre, would extend across the whole extension.

Amended plans have been submitted during the course of the application in response to design related concerns raised by the case officer. The current plans detail a lantern feature with a much lower pitch than what had been originally proposed, as this was considered too large for the original dwelling.

## **DEVELOPMENT PLAN**

### **The Development Plan in Trafford Comprises:**

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## **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

L7 - Design

## **PROPOSALS MAP NOTATION**

None

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

None applicable

## **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/10095 – Approved with conditions – 61 Mossgrove Road – Erection of garage with workshop and carport - 26/07/1971.

## **APPLICANT'S SUBMISSION**

None

## **CONSULTATIONS**

None

## **REPRESENTATIONS**

None received

## **OBSERVATIONS**

### DESIGN AND APPEARANCE

1. The single storey rear extension would extend out from the original rear wall of the property by 6 metres. The rear elevation of the extension would flush with that of the existing ground floor extension. The proposed extension would project 2.5 metres closer to the boundary with the adjoining house, 63 Mossgrove Road, than the existing extension, leaving a gap of 0.8 metre to the boundary.
2. The proposal would feature a flat roof design and this would also replace the existing lean-to roof on the current rear extension. The flat roof would further include a UPVC glass lantern feature, with an approximate maximum height of 4.3metres and a pitch of 25 degrees. The extension itself would have a maximum eaves height of 3.6metres; resulting in a form of extension which would be subordinate to the existing dwelling. The proposal also details the use of matching materials to those used upon the original house. Thus it is considered that the proposed extension would reflect the character of the existing property and surrounding area in terms of its overall design, materials and scale.



3. The extension would hold little or no impact upon the wider street scene, given that the extension is to the rear of the property and would not be readily visible from the main road.
4. As a result of the amendments made, the lantern now appears proportionate to the original dwelling. Though the lantern feature and the proposed flat roof do not reflect the original design of the property. It is considered any negative design related issues would remain marginal, due to the extension being sited solely to the rear of the property and the current dwelling not holding any significant design features.
5. As the extension is being solely erected to the rear of the original property it would have little or no impact upon the overall spaciousness of the wider area. A distance of 0.8 metres would be retained to the southern side boundary; and a distance in excess of 20metres would be retained to the rear eastern boundary of the site. The distance to the northern boundary would remain unchanged remaining at 4 metres. Thus sufficient space would remain ensuring the site does not appear over-developed or cramped.

#### RESIDENTIAL AMENITY

6. In relation to residential amenity, Policy L7 of the Core Strategy states development must not prejudice the amenity of the occupants of adjacent properties by reason of being overbearing, overshadowing, overlooking or visual intrusion. The proposed extension proposes no windows within its side elevation and proposes by-folding rear doors within the rear elevation. The main impacts from the extension would be felt by the immediately adjoining property to the south, number 63 Mossgrove Road. Number 63 also have a single storey rear extension, with a projection of 3.3 metres from the original rear wall of the property. This extension measures the full width of the extended property (10.2metres). The adjoining southern boundary is formed partly by this extension and the remainder by a 1.8metre brick wall. Thus it is considered any overlooking effects from the extension would be minimal. The proposed lantern feature would be set 3.5 metres above floor level; therefore it is considered the feature does not pose any significant overlooking concerns.
7. The proposed extension has a maximum projection of 6 metres from the original rear wall; this is in excess of the Councils SPD 4 planning guidelines for house extensions which detail a maximum projection of 3metres for single storey rear extensions, for semi-detached properties. However the guidelines also detail exceptions can be made if the neighbour has also extended or is proposing to extend at the same time of the application. In this case number

63 has a rear extension with a total projection of 3.3 metres from the original rear wall. If this distance is taken into account the proposed extension would project 2.7 metres forward of this, thus complying with the Councils guidelines.

8. As the extension is proposed to be erected at single storey level and complies with the Councils SPD 4 planning guidelines; it is considered that the proposal would not pose any significant overbearing effects upon number 63. The properties to the east of the site would not be impacted by the proposal given the extensive length of the rear garden. Number 59 Mossgrove Road would also not be unduly impacted by the proposal, due its location on the northern side of the adjoining boundary with number 63.
9. The proposed extension would not affect the properties current parking arrangements as no new bedrooms are being proposed and the extension is entirely to the rear.
10. It is considered that the proposal would not lead to a significant loss of private garden space.

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

1. Standard
  2. Details – compliance with all plans
  3. Matching materials
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