

WARD: Longford

99280/VAR/19

DEPARTURE: No

Application for variation of condition 2 on planning permission 95723/FUL/18 (Demolition of existing structures and erection of 282 dwellings (191 apartments 91 houses) with associated parking and landscaping). To remove podium deck from north west parking court.

Former Itron Site, Talbot Road, Stretford

APPLICANT: Miller Homes Limited

AGENT: Miss Rebecca Dennis, Pegasus Group

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

The application has been reported to the Planning and Development Management Committee due to a request by Councillor Walsh due to the loss of amenity space for residents.

SITE

The proposed development relates to a former industrial site in Stretford bounded by Talbot Road to the north-west, Christie Road to the south-west and Renton Road to the south-east. Chester Road (the A56) runs immediately to the west of the site whilst adjacent land to the north-east is currently in use for industrial purposes, although the neighbouring land fronting Renton Road has recently been developed for residential use.

The opposite side of Renton Road is occupied by mostly detached and semi-detached two storey dwellinghouses, though there is a terraced row further to the north-east. A number of three storey apartment buildings are situated opposite the site on Talbot Road whilst a large warehouse separates the site from the Bridgewater Canal to the south-west.

Planning permission was granted for the redevelopment of the site for residential purposes in April 2019 under application ref. 95723/FUL/18. Works relating to the implementation of this development are ongoing.

PROPOSAL

Permission is sought to vary condition 2 on the existing planning consent to enable the removal of the approved podium deck from the north-west parking court of the approved development. This was intended to be used as an area of outdoor amenity space for residents of the surrounding apartment blocks within the site.

The proposed plans indicate that this deck would be replaced with an area of amenity space at ground floor level, within the parking court itself. This includes a pathway linking Talbot Road with the southern part of the site, natural stone paving, benches and associated hard and soft landscaping. These changes have resulted in a reduction in the total number of car parking spaces within this courtyard from 126no, to 100no. The approved bin store which was originally located at the centre of this courtyard has now been relocated adjacent to apartment block 3. This has displaced a cycle storage facility which is now provided in the form of storage racks within the south-east part of this courtyard, beneath the raised garden decks of some of the houses.

The detailed landscaping scheme for this part of the site will be determined separately under a discharge of condition application, however the plans indicate the inclusion of 8no semi-mature trees, ornamental shrub planting, 4no ornamental trees, natural stone flag paving, compacted gravel and block paving within this courtyard.

DEVELOPMENT PLAN

For the purpose of this application the Development Plan in Trafford comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

R3 – Green Infrastructure

R5 – Open Space, Sport and Recreation

SUPPLEMENTARY PLANNING DOCUMENTS

SPD3 – Parking Standards & Design

PG1 – New Residential Developments

POLICIES MAP NOTATION

Critical Drainage Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, and a further period of consultation on the revised draft ended on 18 March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) on 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published revised National Planning Practice Guidance (NPPG) on 29 November 2016, which was last updated on 01 October 2019. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

The MHCLG published the National Design Guide in October 2019. This will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

98780/CND/19: Application for approval of details reserved by conditions of grant of planning permission 95723/FUL/18. Condition numbers: 11 (Bin store details), 14 (Hard and Soft Landscaping), 15 (Landscape Maintenance Plan) and 16 (Cycle storage) – Pending consideration.

95723/FUL/18: Demolition of existing structures and erection of 282 dwellings (191 apartments 91 houses) with associated parking and landscaping – Approved with conditions 05/04/2019.

APPLICANT'S SUBMISSION

None

CONSULTATIONS

LHA – no comments received at the time of finalising report, these will be reported to Members within the Additional Information Report.

REPRESENTATIONS

Cllr Walsh – The proposal constitutes the removal of valuable amenity space for residents. Requests that the application is considered by the Planning and Development Management Committee.

OBSERVATIONS

POLICY POSITION

1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up-to-date** (emphasis added) development plan, permission should not normally be granted.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version. Whether a Core Strategy policy is considered to be up-to-date or out-of-date is identified in each of the relevant sections of this report and appropriate weight given to it.
3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. Paragraph 11 (c) of the NPPF states that development proposals that accord with an up-to-date development plan should be approved without delay. Policies relating to design and parking provision are considered to be most important for determining this application. These policies are considered to be up-to-date insofar as they relate to the current application and as such, accordance with these policies indicates that the development should be approved 'without delay'.

ISSUES NOW FOR CONSIDERATION

5. With a section 73 application, regard should be had to any material changes to the site or the surrounding area and any changes to planning policy since the original application was considered. In this case, there are not any relevant changes to the site or its surroundings (other than the approved development having commenced), nor to planning policy since the original application was determined.
6. The key issues for consideration in this application are whether the revised plans provide an appropriate level and quality of outdoor amenity space for future residents, and whether the proposed level of car and cycle parking provision is acceptable. It would not be appropriate to re-visit other issues raised at the time the original application was considered. Permission granted under section 73 takes effect as a new, independent permission to carry out the same development as previously permitted subject to new or amended conditions. The new permission sits alongside the original permission, which remains intact and unamended. It is open to the applicant to decide whether to implement the new permission or the one originally granted. For clarity, decision notices for the grant of planning permissions under section 73 should set out all the conditions imposed on the new permission, and restate the conditions imposed on earlier permissions that continue to have effect. If the previous application was subject to a S106 agreement, the S73 permission will need to be subject to the same obligations, otherwise on the implementation of the S73 application the S106 obligations imposed on the original permission will cease to have effect.

AMENITY SPACE

7. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing...layout, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan”*. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF’s emphasis on good design and, together with associated SPDs, the Borough’s design code. It can therefore be given full weight in the decision making process.
8. Paragraph 124 of the NPPF states that *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*. Paragraph 130 states that *“Permission should be refused for development of poor design that fails to take the opportunities available for*

improving the character and quality of an area and the way it functions”.

9. The plans approved under the original application involve the erection of a raised deck within the north-west parking courtyard and was intended to serve as outdoor amenity space for residents of three surrounding apartment blocks within the application site. This would have been primarily hard surfaced, with some benches and planters and would have been accessed from first floor level of the three apartment blocks. The applicant advises that the implementation of this deck would be unviable from a construction perspective whilst the ongoing maintenance costs would be significant, and would rest with future residents.
10. The applicant proposes the removal of this amenity deck and its replacement with an area of amenity space at ground floor level, within the parking court itself. This is achieved by the removal of 26no car parking spaces and the relocation of a bin store (discussed below). The proposed amenity space includes a pathway linking Talbot Road with the southern part of the site, natural stone flag paving, compacted gravel, benches, 2no semi-mature trees and further ornamental tree and shrub planting. The surrounding car park would now include 6no semi-mature trees and would mostly be surfaced with block paving, whilst the two parking spaces originally situated between apartment blocks 1 and 2 are now replaced with further soft landscaping.
11. Officers consider that the plans now proposed for this part of the site represent a substantial improvement on those originally approved. The experience of future residents at ground level within this space would be improved through the removal of the deck above, together with the inclusion of the new amenity space and tree planting, which would not have been possible under the approved scheme. This area would now receive more sunlight and would be more welcoming, whilst the proposed footpath would also now link the access point from Talbot Road with the southern part of the wider site, improving pedestrian permeability. Whilst the quantity of amenity space is reduced compared to the approved scheme (350sqm compared to 650sqm) Officers are satisfied that, subject to receipt of a high quality detailed garden layout and planting plan, the qualitative improvements, both to the amenity space itself and to the experience of residents within the site more generally are sufficient to warrant a recommendation for approval. These details will be secured by condition, and the applicant will therefore be required to provide a high quality garden in terms of hard surfacing, seating and planting that will encourage residents to use the space year round.

CAR AND CYCLE PARKING PROVISION

12. Policy L4 of the Core Strategy states that *“Maximum levels of car parking for broad classes of development will be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to*

development for those without use of a car and to tackle congestion". These parking standards are set out in the Council's adopted SPD3: Parking Standards and Design.

13. Paragraph 109 of the NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*". The Council's parking standards are considered to be consistent with the NPPF, and this part of Policy L4 (and SPD3) is therefore up-to-date in this respect.
14. As noted above, the proposed amendments to the amenity space would result in the removal of 26no car parking spaces from within the north-west parking courtyard. These were originally intended to serve residents of the three apartment blocks surrounding the courtyard, with the surrounding houses retaining their originally approved parking provision.
15. The applicant confirms that the approved layout provided 102no spaces for the surrounding apartment blocks, which equates to 100 per cent provision (i.e. one space per unit). Parking for the houses surrounding this courtyard would be retained as approved, at 200 per cent provision. Parking provision associated with the remainder of the site would be unaffected by the current proposals. The applicant has submitted a Technical Note which provides some justification for the proposed reduction in car parking provision.
16. As a result of the proposed changes, parking provision for apartment blocks 1, 2 and 3 would now be at 74.5 per cent, which is still considered to be a significant proportion for a site in a sustainable location such as this. Therefore whilst the scheme as a whole is of a significant scale, the number of units without access to a parking space will be very limited (26no units) in the context of the wider site. It is also possible, if not likely, that occupiers of those units without a space would not own a car given that they would be aware of this situation when deciding whether to move here. Therefore any impacts associated with 'overspill' parking on nearby residential streets is likely to be extremely limited.
17. It is noted that a Transport Assessment was submitted with the original application and provides a detailed appraisal of the accessibility of the site due to its sustainable location, as well as an assessment of the impacts on the surrounding highway network. This is reiterated within the submitted Technical Note. Officers concurred with the conclusions of this original Assessment and the report to Committee also notes that "*Transport for Greater Manchester (TfGM)...has suggested a reduction in the overall number of car parking spaces*", albeit the number of spaces was not reduced under the original application. The report did however acknowledge that "*the standards set out in SPD3 are maximum figures*", and this remains the case. In addition, the Local Highway Authority (LHA) advised at the time of the original application that they will seek

to include or amend suitable Traffic Regulation Orders as part of the highway works associated with the development, in particular by extending the existing event day parking restrictions to any of the new site roads.

18. Having regard to the above, together with the conclusions reached in the Transport Assessment submitted alongside the original application, Officers are satisfied that an appropriate and sufficient number of car parking spaces would still be provided, and that there would be no materially greater impact on the surrounding highway network, nor any material adverse impacts on residential amenity through overspill parking as a result.
19. The proposed amendments would also result in the relocation of a bin store from the car park to within a small building which adjoins apartment block 3. This is not a significant change from the approved scheme and would not have a material impact on the level of bin storage available or the approved waste collection strategy. The relocation of this bin store has displaced a cycle storage facility, which is now provided in the form of storage racks within the south-east part of this courtyard. This would be beneath the raised garden decks of some of the houses but would be accessible to all future residents of the surrounding apartment blocks and would provide the same number of cycle parking spaces as the original plans. This arrangement is considered to be acceptable.

CONCLUSION AND PLANNING BALANCE

20. As the 'most important' policies for determining the application are up-to-date as far as they relate to this application and, for reasons set out in the main body of this report, the proposals are in accordance with the development plan, the development should be approved without delay in accordance with Paragraph 11(c) of the NPPF.
21. All relevant planning matters have been assessed, specifically the amount and quantity of proposed amenity space and the level of car and cycle parking facilities and have been found to be acceptable. There is also not considered to be any unacceptable impact on residential amenity through potential overspill on-street parking. The proposals are considered to be compliant with the development plan, national planning policy and relevant supplementary planning guidance. The application is therefore recommended for approval. Given that Permission granted under section 73 takes effect as a new, independent permission, decision notices for the grant of such permissions are required to set out all the conditions imposed on the new permission, and restate any conditions imposed on the original consent that continue to have effect. The conditions listed below have therefore been worded as necessary to reflect the approvals issued under discharge of condition applications.

RECOMMENDATION

That Members resolve that they would be **MINDED TO GRANT** planning permission for the development and that the determination of the application hereafter be deferred and delegated to the Head of Planning and Development as follows:

- (i) To complete a variation to the existing legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) to ensure this relates to the current application.
- (ii) To carry out minor drafting amendments to any planning condition.
- (iii) To have discretion to determine the application appropriately in the circumstances where a S106 agreement has not been completed within three months of the resolution to grant planning permission.
- (iv) That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above):

Conditions

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

Plan Number	Drawing Title
17003 (PL) 100 (Rev TBC)	Proposed Site Plan
17003 (PL) 101 (Rev TBC)	Proposed Site Plan – Podium Deck Level
17003 (PL) 103 (Rev F)	Site Plan – Boundary Treatment Plan
17003 (PL) 103 (Rev F)	Proposed Building Materials Plan
17003 (PL) 104 (Rev B)	Building Storey Heights Plan
17003 (PL) 105 (Rev C)	Refuse Collection Strategy
17003 (PL) 106 (Rev E)	Amenity Space Plan
17003 (PL) 107 (Rev TBC)	Proposed Site Plan – Parking Allocation
17003 (PL) 108 (Rev TBC)	Cycle and Bin Store Allocation Plan
17003 (PL) 150 (Rev G)	Apartment Blocks 1, 2 & 3 Ground Floor Plan
17003 (PL) 151 (Rev D)	Apartment Blocks 1, 2 & 3 First Floor Plan
17003 (PL) 152 (Rev D)	Apartment Blocks 1, 2 & 3 Second Floor Plan
17003 (PL) 153 (Rev D)	Apartment Blocks 1, 2 & 3 Third Floor Plan
17003 (PL) 154 (Rev D)	Apartment Blocks 1, 2 & 3 Fourth Floor Plan
17003 (PL) 155 (Rev D)	Apartment Blocks 1, 2 & 3 Fifth Floor Plan
17003 (PL) 160 (Rev G)	Apartment Blocks 4 - 10 Ground Floor Plans
17003 (PL) 161 (Rev F)	Apartment Blocks 4 - 10 First Floor Plans
17003 (PL) 162 (Rev F)	Apartment Blocks 4 - 10 Second Floor Plan
17003 (PL) 163 (Rev F)	Apartment Blocks 4 - 10 Third Floor Plan
17003 (PL) 164 (Rev F)	Apartment Blocks 4 - 10 Fourth Floor Plan

17003 (PL) 201 (Rev C)	Apartment Block 1 Elevations
17003 (PL) 202 (Rev C)	Apartment Block 2 Elevations
17003 (PL) 203 (Rev C)	Apartment Block 3 Elevations
17003 (PL) 204 (Rev B)	Apartment Block 4 Elevations
17003 (PL) 205 (Rev B)	Apartment Block 5 Elevations
17003 (PL) 206 (Rev C)	Apartment Block 6 Elevations
17003 (PL) 207 (Rev C)	Apartment Block 7 Elevations
17003 (PL) 208 (Rev C)	Apartment Block 8 Elevations
17003 (PL) 209 (Rev C)	Apartment Block 9 Elevations
17003 (PL) 210 (Rev C)	Apartment Block 10 Elevations
17003 (PL) 300 (Rev D)	House Type A
17003 (PL) 301 (Rev C)	House Type B
17003 (PL) 305 (Rev D)	House Type E
17003 (PL) 306 (Rev B)	House Type F
17003 (PL) 307 (Rev D)	House Type G
17003 (PL) 308 (Rev D)	House Type H
17003 (PL) 309 (Rev D)	House Type J
17003 (PL) 310 (Rev C)	House Type K
17003 (PL) 311 (Rev E)	House Type K1
17003 (PL) 312 (Rev D)	House Type K2
17003 (PL) 313	House Type B1
17003 (PL) 400	Design Intent Details 1-4
17003 (PL) 401	Design Intent Details 5-7
17003 (PL) 402	Design Intent Details 8-9
17003 (PL) 403	Design Intent Details 10-14
17003 (PL) 404	Design Intent Details – Apartment Storey Rods
2793-104 (Rev AA)	Landscape Layout
2793-201 (Rev I)	Planting Plan (1 of 3)
2793-202 (Rev I)	Planting Plan (2 of 3)
2793-204 (Rev I)	Planting Plan (3 of 3)
17003 (PL) 330	Bin Store (Apartment 1)
17003 (PL) 331	Bin and Cycle Store (Apartment 4)
17003 (PL) 332	Bin Store and Plant Room (Apartment 5)
17003 (PL) 333	Bin and Cycle Store (Apartment 5)
17003 (PL) 334	Courtyard Cycle Store

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

2. The development shall be carried out in accordance with the drainage details contained within the following documents (approved under application ref. 98013/CND/19):
 - Technical Note prepared by Banners Gate Limited (ref. 17049 Rev A, dated 29 May 2019)

- Drawing number 17049 - 100S104C – Section 104 Agreement Plan
- Drawing number 17049 / 361 F – Alternative Surface Water Outfall Sections

The surface water drainage scheme shall be managed and maintained in accordance with the approved details for the lifetime of the development.

Reason: Such details need to be incorporated into the design of the development to prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site in accordance with the Guidance Document to the Manchester City, Salford City and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment, Policies L5, L7 and SL1 of the Trafford Core Strategy and the National Planning Policy Framework.

3. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

4. The submitted 'Demolition, Remediation and Earthworks Construction Environmental Management Plan' (Ref. MC2251 - Rev 02, dated 1st February 2019) shall be adhered to at all times throughout the demolition/remediation period.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

5. The submitted 'Construction Environmental Management Plan' (Rev A), prepared by Miller Homes (approved under application ref. 98294/CND/19) shall be adhered to throughout the construction period.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. The development shall not be occupied unless and until a contaminated land remediation Verification Report has been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers having regard to Core Strategy Policies L5 and L7 and the National Planning Policy Framework.

7. Until 01 April 2021, demolition and construction work shall be limited to the following hours:

07.30-21.00 Monday – Saturday

No demolition or construction work shall take place on Sundays, Bank Holidays and Public Holidays.

The control measures and working arrangements set out within the submitted 'Justification of extended working hours' shall be adhered to at all times during this period.

From 01 April 2021 onwards, demolition and construction work shall be limited to the following hours:

07.30-19.00 Monday – Friday

08.00-13.00 Saturday

No demolition or construction work shall take place on Sundays, Bank Holidays and Public Holidays.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

8. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-July inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the period specified above unless a mitigation strategy has first been submitted to and approved in writing by the Local Planning Authority which provides for the protection of nesting birds during the period of works on site. The mitigation strategy shall be implemented as approved.

Reason: In order to prevent any habitat disturbance to nesting birds having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

9. The development shall be carried out in accordance with the following materials:

- Wienerberger – Pagus Grey brick (houses and apartment blocks 6-10)
- Wienerberger – Thorn Grijs Gesintered with grey mortar (main brick – apartment blocks 1-5)
- Ibstock – Ivanhoe Cream brick (houses and apartment blocks)

- Russell – Galloway anthracite roof tiles
- Anthracite grey uPVC windows
- Black uPVC rainwater goods and fascias – half round gutters and circular down pipes
- Anthracite grey feature window surrounds
- Verge details shown on drawing ref. 17003 (21) 103* and ‘Manthorpe SmartVerge Linear Dry Verge’
- Front doors – Ian Firth ‘Powell’ (anthracite grey)
- Rear doors – Ian Firth ‘Michigan’ (anthracite grey)
- Hormann Rollmatic anthracite garage doors

The development shall be constructed in accordance with the materials plan (ref. 17003 (PI) 103 F) and in accordance with the sample panels to be erected, as shown on drawing ref. 809250/BSP/01 (Rev B) (plans approved under application ref. 98013/CND/19).

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

10. The development shall not be occupied unless and until the approved bin stores shown on drawing numbers 17003 (PL) 330, 17003 (PL) 331, 17003 (PL) 332 and 17003 (PL) 333, dated 24/03/2020 have been constructed in accordance with the materials shown on drawing number 17003 (PL) 103 F (approved under application ref. 98780/CND/19), and have been made available for use. The approved bin stores shall be retained thereafter.

Reason: To ensure that satisfactory provision is made for refuse and recycling storage facilities of the development, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. The development hereby approved shall not be occupied unless and until the recommendations and mitigation measures contained in the submitted Noise Assessment (Ref. P17-135-R01v03, dated September 2018) have been implemented in full. The mitigation measures shall be retained thereafter.

Reason: In the interests of the amenity of future occupiers of the proposed development, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. The dwellings hereby approved shall not be occupied unless and until the scheme for Biodiversity Enhancement Measures, shown on drawing number ERAP Ltd 2019-328 (Figure 1: Plan Showing Proposed Locations of Bat and Bird Boxes) and associated Table 1 (Bird Box and Bat Access Specifications) (approved under application ref. 99675/CND/19) have been implemented.

Reason: In order to protect and enhance biodiversity associated with the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

13. The development (excluding the north-west car park) shall be carried out in accordance with the landscaping details shown on drawing numbers 2793-104 (Rev AA), 2793-201 (Rev I), 2793202 (Rev I), 2793-204 (Rev I) and 17003 (PL) 103 (Rev F), approved under application ref. 98780/CND/19.

Apartment blocks 1, 2 and 3 shall not be occupied until full details of both hard and soft landscaping works for the north-west courtyard and amenity space have been submitted to and approved in writing by the Local Planning Authority. The details shall include: planting to the parking court, hard surfaced areas and materials, seating details, planting plans, specifications and schedules (including planting size, species and numbers/densities) and a scheme for the timing/phasing of implementation works.

These landscaping works shall be carried out in accordance with the approved scheme for timing/phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

14. The submitted Landscape Management Plan (ref. 2793 503, Rev A, dated May 2020), approved under application ref. 98780/CND/19 shall be implemented in full.

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

15. The development hereby approved shall not be occupied unless and until the cycle storage facilities shown on drawing numbers 17003 (PL) 331, 17003 (PL) 333 and 17003 (PL) 334, dated 24/03/2020 and the 'Cyclehoop External Two Tier Cycle Racks' have been constructed in accordance with the materials shown on drawing number 17003 (PL) 103 F (approved under application ref.

98780/CND/19), and made available for use. These cycle storage facilities shall be retained thereafter.

Reason: To ensure that satisfactory cycle parking provision is made in the interests of promoting sustainable development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

16. The dwellings on plot numbers 1, 13, 27-32, 277, 276, 126-141, 217-220 and apartment block 3 (plots 221-258) on the development hereby approved shall not be occupied unless and until a scheme of alterations to traffic calming features on Christie Road and Renton Road has been submitted to and approved by the Local Planning Authority and the approved scheme has been implemented.

Reason: To ensure that satisfactory provision is made for the access of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

17. On or before the first occupation of the development hereby permitted, the Travel Plan (ref. SCP/17146/TP/2, dated May 2019) and Travel Pack (approved under application ref. 98013/CND/19) shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

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

18. The development (excluding 'Car Park 1') shall be carried out in accordance with the lighting details shown on the following documents (approved under application ref. 100011/CND/20):

- Proposed Car Park Lighting Design (ref. SHD002-SHDHLG-ITRO-DR-EO-Car Parks-R2)
- General Electrical Apparatus Detail (ref. SHD002-SHDHEL-ITRO-DR-EO-Car Parks-R2, Sheets 1 and 2)
- Private Car Park Lighting Report
- Proposed Schedule (ref. SHD002-SHD-HLG-ITRO-SC-EO-ProposedR2)

No external lighting shall be installed within 'Car Park 1' (including the area of amenity space) unless and until a scheme for such lighting has been submitted to and approved in writing by the Local Planning Authority. Thereafter, this part of the site shall only be lit in accordance with the approved scheme.

Reason: In the interests of residential amenity, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

19. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 3.3 and the physical security specification within section 4 of the submitted Crime Impact Statement dated 26/03/2018 (URN:2018/0142/CIS/01) and retained thereafter. For the avoidance of doubt, the requirements of this condition do not include aspects of security covered by Part Q of the Building Regulations 2015, which should be brought forward at the relevant time under that legislation.

Reason: In the interests of crime prevention and the enhancement of community safety, having regard to Core Strategy Policy L7 and the National Planning Policy Framework.

20. The approved Refuse Collection Strategy (ref. 17003 (PL) 105, Rev C), shall be adhered to at all times following the first occupation of the development hereby approved.

Reason: To ensure that satisfactory provision is made for refuse collection in the interests of residential amenity and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2 Part 1 and 2 (or any equivalent Order following the amendment, re-enactment or revocation thereof):

- (i) no conversion into living accommodation of the garages and car ports of the dwellings shall be carried out
- (ii) no dormer windows shall be added to the dwellings

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

Reason: To protect the residential and visual amenities of the area, privacy, and/or public safety, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

22. None of the dwellings hereby approved shall be occupied unless and until the respective car parking provision and the means of access for those dwellings, identified on the Proposed Site Plan - Parking Allocation 17003 (PL) 107 (Rev TBC), have been provided, constructed and surfaced in complete accordance with the approved plans and the hard surfacing materials scheme required by condition 13 of this permission.

Reason: To ensure that satisfactory provision is made within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

JD

Reconfiguration of existing hotel (eastern warehouse) to provide 200 rooms and external alterations; erection of roof extension to eastern warehouse to create roof terrace area; erection of 7 storey multi storey car park (183 spaces) and associated site alterations. Reconfiguration of western warehouse to facilitate change of use of 2nd and 3rd floors to offices and associated internal alterations; erection of single storey extension to northern elevation; installation of two external lifts and staircase; provision of a running track and clubhouse to roof. Erection of new roof to existing event space building (central warehouse).

Victoria Warehouse, Trafford Wharf Road, Trafford Park, M17 1AG

APPLICANT: Adam Geoffrey Management Ltd

AGENT: Richard Drinkwater Architects

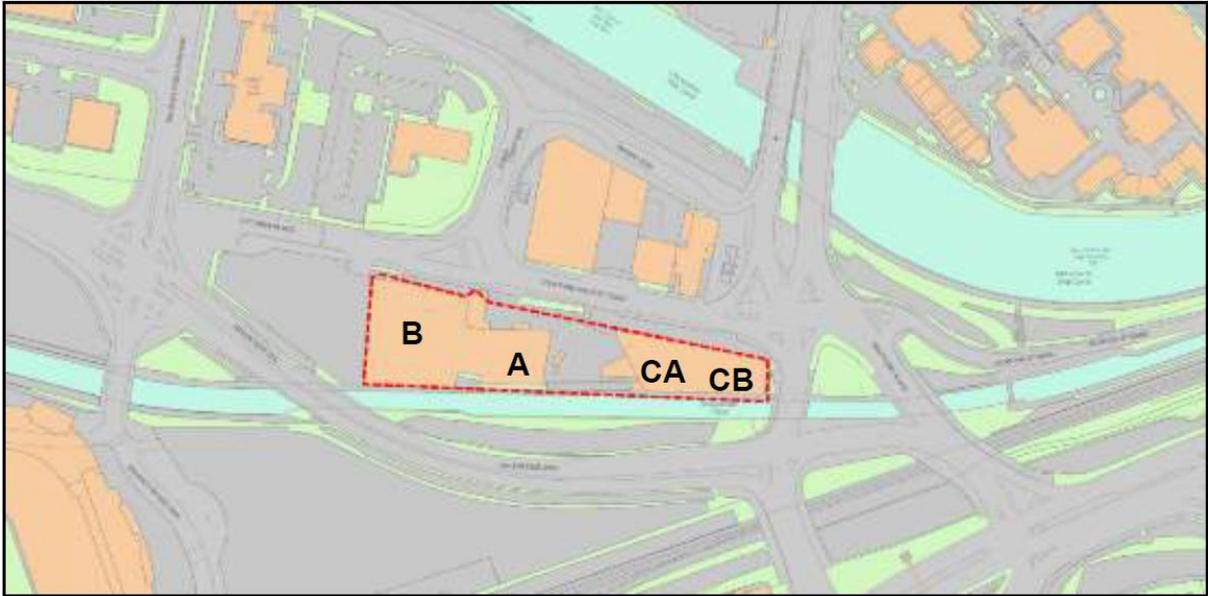
RECOMMENDATION: GRANT

SITE

The application site comprises the Victoria Warehouse complex, which provides two large warehouse buildings at four and six storeys in height and a single storey arena. The eastern warehouse contains 42 hotel rooms along with associated facilities such as a bar area and conference rooms and the western warehouse along with the arena is used as a conference centre and music venue.

The site benefits from an extant permission for the change of use of the existing warehouses to accommodate a 775 bedroom hotel (424 rooms in the eastern warehouse and 351 rooms in the western warehouse), conference, assembly and leisure uses and a nightclub. This permission was only partially implemented in 2005 as a hotel and events space.

The existing buildings on site have a varied history which is detailed in full within the submitted Heritage Statement. In summary the site currently comprises three separate buildings which were built in four phases between 1899 and 1932. Within this report the buildings will be referred to as the western warehouse, arena, and eastern warehouse, identified as Block B, A, and CA/CB respectively on the image below.



Historic information shows that the complex was subject to bomb damage during the Manchester Blitz. It is not clear what damage occurred however it was noted that the roof of Warehouse A, now the arena building, was damaged and could explain why the arena is now only single storey in height. Other areas of the site were also damaged but rebuilt.

Industry in the area declined post-WWII and the site ceased to be used for large scale industrial purposes in the latter half of the 20th Century. In the 1980's the eastern elevation of the eastern warehouse was decorated with a mural by Walter Kershaw in appreciation of Manchester's Industrial history. This mural was removed and replaced with a digital advertisement board which rotates advertisements and the mural is shown for a minimum of 15 seconds every minute. The original mural is in storage.

The central yard contains fragments of railway infrastructure and two electrical substations are located to the east of the main entrance gates. The site also forms the setting of the Grade II listed Trafford Road Bridge.

Adjacent uses to the site include commercial offices and a car park used in association with Old Trafford Football Stadium. Across the road from the application site, the residential development, No. 1 Old Trafford is under construction.

PROPOSAL

This full planning application seeks planning permission for the various elements of development across the site.

Eastern Warehouse – Hotel

- Reconfiguration of the existing building to provide 200 hotel rooms

- The erection of a roof top extension to create a roof terrace area
- Internal alterations including reconfiguration of staircases, the installation of internal lifts
- Installation of a footbridge link to the proposed seven storey multi storey car park (MSCP) at fifth floor level.
- Installation of replacement glazing

New carpark

- Erection of a Corten clad seven storey multi storey car park (MSCP) to provide 187 car parking spaces

Arena

- Installation of replacement flat roof and infill brickwork

Western Warehouse

- Erection of a glazed entrance foyer
- Change of use of second and third floors to B1(a) office space
- Installation of one internal lift and two external lifts
- Installation of an external staircase
- Erection of a clubhouse and creation of a running track at rooftop level

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- SL2 - Trafford Wharfside Strategic Location
- L3 – Regeneration and reducing inequalities
- L4 – Sustainable transport and accessibility
- L5 – Climate Change

L7 – Design
L8 – Planning Obligations
W1 – Economy
R1 – Historic Environment
R6 – Culture and Tourism

PROPOSALS MAP NOTATION

Strategic Development Sites
Main Industrial Areas

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E7 – Main Industrial Areas
E13/TP5 – Strategic Development Sites

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

SPD1: Planning Obligations
SPD3: Parking Standards and Design

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) in 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and was updated on 1st October 2019. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

The site has a lengthy planning history. The following list outlines the most relevant applications:

99517/EIASCR/19 – Request for a screening opinion in respect of redevelopment of the hotel at Victoria Warehouse. No Environment Statement required - 7 February 2020.

90034/ADV/16 – Advertisement consent sought for a gable mounted internally illuminated display unit. Approved – 6 April 2017

81790/AA/2013 – Display of externally illuminated replica of Trafford Park Mura with inset of internally illuminated 14m x 10m LED advertisement display to the east elevation. Refused – 7 July 2014.

H/ADV/64084 – Display of 20m x 21m illuminated mesh advertisement on side of building previously accommodating the Trafford Park mural. Approved 17 December 2010.

76241/FULL/2010 – Change of use of existing buildings to accommodate a hotel (775 bedrooms) and associated facilities in Use Class D1 (conference and display uses), D2 (assembly and leisure including indoor sport, fitness, dance hall, concert hall) and Sui Generis (nightclub). Erection of a single storey extension to form entrance and reception area, associated external treatments, car parking, demolition of existing loading bay and other works. Approved – 8 February 2012.

APPLICANT'S SUBMISSION

The application is accompanied by the following details supporting statements:

- Air Quality Assessment
- Carbon Budget Statement
- Crime Impact Statement
- Design and Access Statement
- Ecology Report
- Drainage Strategy/Statement
- Flood Risk Assessment
- Heritage Statement
- Lighting Assessment
- Noise Assessment
- Planning Statement
- Transport Assessment/Statement
- Statement of Community Involvement

CONSULTATIONS

Bridgewater Canal Co. Ltd – no comments received

Electricity North West (ENW) – development could have an impact on ENW and the applicant was advised to contact to ENW to clarify details should planning permission be granted.

Greater Manchester Ecology Unit (GMEU) – no objection subject to conditions.

Greater Manchester Police, Design for Security (GMP) – recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

Local Highway Authority (LHA) – no objection, subject to implementation of recommended conditions

Local Lead Flood Authority (LLFA) – no objection, subject to implementation of recommended conditions

Peak and Northern Footpath Society – no comments received

Pollution and Licensing, Air Quality – no objection

Pollution and Licensing, Contaminated Land – no objection, subject to implementation of recommended conditions

Pollution and Licensing, Nuisance – no objection, subject to implementation of recommended conditions

TfGM – no comments

Trafford Council, Heritage Development Officer – the application site itself is a non-designated heritage asset. It is considered that the proposed development will have a minor adverse impact on the Victoria Warehouse complex.

The application is also located within the vicinity of two Grade II listed structures, the Trafford Road Bridge and 'White City' Entrance Portal and Lodges. The proposed development will have a neutral impact on the bridge and no impact on the lodges.

The application is also located near to the following non-designated heritage assets Bridgewater Canal, Manchester Ship Canal, the Skyhooks sculpture and former Telephone Exchange on Trafford Wharf Road, upon which it is considered there will be no impact.

REPRESENTATIONS

Representations have been received from two parties in response to this planning application.

One party objected to the proposed development in relation to potential noise issues from the proposed hotel function room, terrace and the proposed new roof to the existing arena. Throughout the course of the application the majority of the concerns raised have been addressed, however one point of objection remains. The following concerns remain outstanding:

- Assessing noise egress to the background noise level is not the most robust criteria when assessing music noise. It appears as though F1:Acoustics (the applicant's noise consultant) and the environmental health officer are happy to assess to the background noise level as No. 1 Old Trafford has significant façade mitigation measures. The objector does not consider that the façade mitigation measures at No. 1 Old Trafford should be a consideration.
- An assessment of background noise does not protect any future residential dwellings in the vicinity of the site.
- The objector also notes that the time base suggested by F1:Acoustics is 15 minutes. We would suggest this is reduced to 5 minutes as this is considered more appropriate when considering music noise.

The concerns listed below were raised by the second party in August 2020, however they also confirmed that they supported the proposed recommended conditions from the Pollution and Licensing Team:

- the exact detailed design of the hotel and arena roof extensions had not been finalised and there was no guarantee that the roofs would be sufficient to contain noise breakout from events and protect the residential amenity of existing and future surrounding occupiers;
- Concern over disturbance from the potential use of the hotel terrace for events and functions;
- Concern that the proposed rooftop clubhouse and running track will be used for organised sporting and/or entertainment events during sensitive hours.

The concerns raised in the representations received are dealt with later in this report under the section detailing with 'Nuisance'.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT AND THE DECISION-TAKING PROCESS

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a

planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted.

2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but was drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.
3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. Policies relating to town centre uses, the strategic location, design, impact on amenity and heritage are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11 as they control the principle of the development and are relevant to the impact of the proposed development and surrounding area:
 - Policy SL2 of the Core Strategy is generally in compliance with the NPPF, however the references to housing land supply is considered to be partly out of date. In all other aspects this policy is consistent with the NPPF.
 - Policy W1 of the Core Strategy is considered to be consistent with the NPPF in supporting economic growth within Trafford.
 - Policy L4 is considered to be out-of-date but only so far as it includes reference to a 'significant adverse impact' threshold in terms of the impact of the development on the operation of the road network, whereas the NPPF refers to a 'severe' impact'. Other aspects of Policy L4 are considered to be largely up to date and so can be afforded substantial weight.
 - Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. Full weight can be afforded to this policy.
 - Policy R1 of the Core Strategy, relating to the historic environment, with its requirement to enhance, does not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out-of-date and can be given limited weight. Although Policy R1 can be given limited weight, no less weight is to be given to the impact of the development on heritage assets as the statutory duties in the Planning (Listed Buildings and Conservation Areas) Act 1990 are still engaged. Heritage policy in the NPPF can be given significant weight and is the appropriate means of determining the acceptability of the development in heritage terms.
 - Policy R6 relates to culture and tourism and at R6.1 states that within the Trafford Wharfside Strategic Location, where appropriate, the Council will encourage and continue to support the culture and tourism offer. This policy is

- consistent with the NPPF and is considered up to date. Full weight should be afforded to this policy.
- It is not considered that the policies that are out of date raise such determinative issues as to render the relevant policies out of date as a whole. Consequently the tilted balance is not engaged and the application should be determined in accordance with the development plan unless material considerations indicate otherwise.
5. The Adopted Policies Map identifies the application site as being located within a main industrial area and the Wharfside strategic development site. The Trafford Wharfside Strategic Location allocation, is covered by Core Strategy Policy SL2.
 6. The Core Strategy outlines a number of Strategic and Place Objectives. Strategic Objectives relevant to this application include regeneration, the provision of employment opportunities, reducing the need to travel, securing sustainable development and protecting the historic built environment. Place Objectives of relevance to this application include TPO2 and TPO9 which seek to maximise the re-use or redevelopment of unused, under used or derelict land and maximise the potential of visitor attractions in the area and provide supporting facilities such as hotels, bars, restaurants, etc. to meet needs and retain visitor spend in the area.
 7. Policy SL2 identifies the Trafford Wharfside Strategic Location as a major mixed use area of regional and international significance and that there will be a focus on opportunities for new economic, leisure and residential developments. Policy SL2 considers that the Victoria Warehouse site can deliver 'a high quality, high density, multi-storey mixed-use redevelopment.....to comprise residential apartments; commercial office accommodation; hotel accommodation; and ancillary leisure and retail accommodation'. Policy SL2.4 outlines a number of requirements for the anticipated levels of development within the Trafford Wharfside Strategic Location to be acceptable. These relevant requirements to this site include the provision of a new high-frequency public transport system for the area and uses compatible to relevant flood guidance. With regard to Victoria Warehouse, the policy is explicit that the *'design of development at Victoria Warehouses should be high quality given its strategic position as a gateway to The Quays and Trafford Borough. In particular, any tall buildings should be well-designed and iconic.'*
 8. Policy W1 also seeks to focus employment uses in the Trafford Wharfside Strategic Location and in particular encourages the development of B1 office use at Policy W1.5.
 9. Eastern Warehouse – The use of the site for hotel and conference uses is well established with the site having partially implemented permission 76241/FULL/2010, and the provision of a smaller, higher quality hotel on the site along with ancillary facilities is considered to be acceptable and in compliance with Policy SL2.

10. Multi Storey Car Park (MSCP) – the proposed MSCP is sought to support the proposed office, hotel, leisure and conference facility uses on the site. The application includes an economic justification for the proposed MSCP. It is considered that the principle of a MSCP to support the function of the proposed uses on the site is acceptable in principle, subject to justification in terms of highways and traffic impacts. These issues are considered in detail later within this report.
11. Arena – the arena is an existing use on the site. The proposed replacement roof to the arena is considered acceptable in principle, subject to further consideration in terms of design, appearance and heritage impacts.
12. Western warehouse – the western warehouse is currently used to provide conference facilities. The change of use of the second and third floors to officer (Use Class B1(c)) is considered to comply with the aims of Policy SL2 to provide employment uses on the site.
13. Further to the above, the supporting Planning Statement outlines that the proposed redevelopment will result in the growth in the number of employees supported directly and indirectly by the operation of the complex. At present the partially developed Victoria Warehouse employs 282 people (43 full time and 239 part time) and it is anticipated that when implemented the proposed development would lead to the employment of a circa 885 persons (515 full time and 370 part time) within the complex, and a further circa 1,328 will be supported indirectly. It is anticipated that the events component of the complex when developed to its full extent will attract business and trade to the borough and wider area. In addition to the events space, the proposed office space will provide modern and comfortable office accommodation within the historic fabric of the Warehouse building in a well located area with easy access to both the city centre and Salford Quays. The applicant has identified a need for a high end hotel offer, which is currently lacking in the local area and it is anticipated that the hotel will attract guests that would otherwise have been accommodated in more central locations, where the guest would be required to travel to the venue. The hotel offer is seen as a commercial necessity to achieving the step change in provision at the venue and being a necessary requirement to complement the conferences and corporate users of the exhibition venue.
14. With regard to Policy R6, it is considered that music arena Victoria Warehouse is a site of cultural value in Trafford and the proposed development will enhance the current cultural offer of this site, whilst the proposed high quality hotel will also enhance the tourism offer.

DESIGN AND APPEARANCE

15. The promotion of high standards of design is a central narrative within the NPPF, which states at paragraph 124, that the creation of high quality buildings and

places is fundamental to what the planning and development process should achieve. Paragraph 130 urges local planning authorities to refuse development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

16. Policy L7 of the Core Strategy attaches importance to the design and quality of the Borough's built environment and states that design solutions must: be appropriate to their context; and enhance the street scene by appropriately addressing scale, density, height, massing, layout, elevational treatment, materials, hard and soft landscaping, and boundary treatments, the policy is clear. Policy L7 is considered to be compliant with the NPPF as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. It can therefore be given full weight in the decision making process.

Eastern Warehouse – Hotel

17. The existing permitted hotel consists of 775 rooms and given the nature of the existing building a large proportion of these are wholly internal and do not benefit from windows. The proposed internal works seek to reconfigure the hotel to provide 200 rooms. A number of these as previously permitted will be wholly internal and without windows. However given the significant reduction in the number of rooms, the quality and size of the offer is greatly improved and is acceptable in this instance.
18. The proposed roof top extension will be sited centrally on the roof and sit behind the pediment and parapet. The extension will protrude slightly above the parapet, providing a double height function space on the fifth floor. The proposed roof extension will be clad in zinc. The roof terrace area will be accessible by hotel and event guests, however no amplified music will be played on the terrace and this will be secured by condition.
19. The existing loading bay doors on the building frontage will be glazed, to match the existing glazed openings, with the exception of the eastern set of doors which will remain as existing with an internal lift behind.
20. The frames within the existing 'window' openings will be retained and repaired where possible with glazing installed internally and in a manner which preserved the existing aesthetic of the existing frames. Where shutters remain, these will be retained and fixed to the internal walls.
21. A footbridge link to the proposed seven storey multi storey car park (MSCP) is proposed at fifth floor level.
22. The design and external appearance of the proposed alterations for the eastern warehouse are considered to be acceptable.

Multi Storey Car Park

23. The proposed MSCP will be sited between the eastern warehouse and the arena, on an area of the site which is currently used as a surface car park serving the whole site. The MSCP will accommodate 187 vehicles, including 12 disabled vehicle parking spaces, 18 bicycles and three motorcycles. Additional motorcycle and bicycle parking spaces are also be proposed elsewhere on the site, as noted in the section dealing with highways and public realm.
24. The proposed MSCP will be seven storeys high with six storeys of Corten cladding (a steel sheet with a rustic brown /orange coloured appearance) sitting above a brick plinth.
25. The proposed MSCP steps back from the site frontage and overhangs the existing entrance canopy to the eastern warehouse. To the rear of the MSCP, a footbridge is proposed to connect the sixth floor of the MSCP to the fifth floor of the hotel.
26. The proposed MSCP is large at seven storeys in height, although it is lower than the existing warehouses which occupy the wider Victoria Warehouse site. Overall the scale, massing and height of the proposed building is considered to be appropriate within the context of this site with the proposed MSCP sitting comfortably between the existing buildings on site.
27. The design and appearance of the proposed MSCP reflects the industrial aesthetic of the wider site with Corten panels enveloping the structure. The proposal incorporates recessed panels which provide a nod to the verticality of the existing warehouses on site.
28. The proposed car park link to the eastern warehouse is also Corten clad maintaining the same aesthetic as the MSCP.
29. Overall the design and appearance of the proposed MSCP is considered to be acceptable and in keeping with the wider site.

Arena

30. The proposed works to the arena will see the existing pitched roof removed and an improved roof comprising a steel truss and concrete structure clad in Corten installed. The existing plant on the northern and eastern elevation of the arena will be removed and relocated out of sight to the roof. The monopitch roof single storey extension to the eastern side of the arena will have the existing terracotta render removed to reveal the original brickwork.
31. The height of the roof will increase by between 1.75m when taken from the existing ridge height and 3.9 m when taken from the existing eaves/valley height.

32. The approach to the new roof results in a neat solution which reflects design of the MSCP and tidies up the roofline which is the consequence of the previous demolition works to the original building on site.
33. It is considered that the proposed new roof and external alterations are acceptable and in keeping with the wider site.

Western Warehouse

34. The change of use of use of the second and third floors of the western warehouse will largely result in internal alterations and some minor external alterations, such as the installation of windows. As with the eastern warehouse, the existing loading bay doors on the building frontage will be glazed, to match the existing glazed openings, with the exception of the eastern set of doors which will remain as existing with an internal lift behind.
35. The frames within the existing 'window' openings will be retained and repaired where possible with glazing installed internally and in a manner which preserved the existing aesthetic of the existing frames. Where shutters remain, these will be retained and fixed to the internal walls
36. Externally there is a proposal to install two externally glazed lifts on the eastern elevation of the warehouse, which will provide access to all floors and the roof. The roof will accommodate a flat roof brick built clubhouse, which will sit behind the pediment on the front elevation of the warehouse. The clubhouse will extend between 5 and 8.5 metres off the pediment and will be 3 metres in height. The pediment has a height of between 3 and 4.7 metres when measured from the roof and will screen the clubhouse. The clubhouse will provide circa 210 sq metres of floor space and will accommodated a clubroom opening onto the roof, a small kitchen area, toilets and changing facilities.
37. Along the southern element of the roof, two fire escape enclosures are required to provide emergency egress points. These enclosures measure roughly 4 metres by 5 metres and are between 1.4 and 2.8 metres in height with a monopitch sloping roof. A parapet runs around the perimeter of the building and varies in height between 1 and 1.9 metres in height.
38. A glass balustrade will be set 2 metres back from the parapet edge surrounding the running track.
39. The structures on the roof will be visible when viewed from the south, particularly the fire escape enclosures. However it is noted that the roof currently hosts a number of dilapidated roof top structures which are remnants of the former industrial uses of the warehouse. The most sensitive views of the building are from the north and the existing pediment and parapets will screen these structures.

Overall it is considered that the roof top structures and external glazed lifts are acceptable in terms of the design and appearance.

40. At ground floor level, a glazed entrance foyer is proposed at ground and first floor level. The proposed foyer will be located where the warehouse frontage is currently blocked up with concrete blockwork and black painted brickwork. The proposed glazed entrance foyer will comprise glazing over an internal steel frame, which incorporates galvanised channel sections. Overall the glazed extension will have an industrial aesthetic which is in keeping with the character of the host building and wider site.

Public Realm and Landscaping

41. Boundary treatments to the site vary across the site with palisade fencing along the side and front boundary of the eastern warehouse and eastern part of the arena. A brick wall located to the front of the western part of the arena and canopy area, which extends along the frontage of the western warehouse to edge of the application site. A palisade fence with hoarding behind is located on top of the eastern part of this wall.
42. There is little soft landscaping on the site with four trees located behind palisade fencing in front of the arena and planting boxes around the entrance to the hotel. The remainder of the site is hardstanding, generally concrete, with the old railway tracks across the site remaining visible. The hardstanding to the front of the western warehouse varies, as this retains the original stone setts and railway tracks.
43. As part of the proposed development the boundary wall to the front of the eastern warehouse is proposed to be demolished, which will open this area to the wider public realm and presents an opportunity for the visual appearance of the area to be improved.
44. To the front of the eastern warehouse, bicycle and motorcycle parking provision is proposed in small groups. Tree planting is proposed along this boundary, which will help to screen the secure cycle stores, the design of which is to be conditioned and agreed. Four motorcycle parking spaces are proposed to the front of the western warehouse.
45. With the exception of the proposals outlined above, the public realm environment of the site will generally remain unchanged and will retain its industrial and historical character.
46. A hard and soft landscaping scheme for this area will be secured through condition to ensure the development and its setting is appropriate to this site and its heritage.

Conclusion

47. The design and appearance of the proposed development retains the industrial and historical character of the site, whilst introducing a modern component with the MSCP. It is considered that the design and appearance of the proposed development is acceptable and complies with the NPPF and Core Strategy Policy L7.

IMPACT ON HERITAGE ASSETS

48. Victoria Warehouse comprises of three warehouses occupying a linear site to the south of Trafford Wharf Road and west of Trafford Road. The buildings have been identified as a non-designated heritage asset. The site was historically a strategic location due to it sitting immediately north of the Bridgewater Canal and south of the Manchester Ship Canal, which are both also identified as non-designated heritage assets. The warehouses also lie within the setting of the Skyhooks (Brian Fell & Son sculptures) and former Telephone Exchange, Trafford Wharf Road, also recognised as non-designated heritage assets. The site lies within the setting of Trafford Road Bridge, Grade II listed (providing access across the Ship Canal), and the Entrance Portal & Lodges to the former White City Greyhound Track, also Grade II listed. Together the group of designated and non-designated heritage assets form an important group illustrating the development of Trafford Park and marking the gateway to this significant industrial area.
49. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Local Planning Authority to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.
50. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. This policy does not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out of date and can be given limited weight.
51. Paragraph 190 of the NPPF requires LPA's to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. The significance of a site shall be taken into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

52. Paragraph 193 of the NPPF establishes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The NPPF sets out that harm can either be substantial or less than substantial and there will also be cases where development affects heritage assets but from which no harm arises. Significance is defined in the NPPF as the value of a heritage asset to this and future generations because of its heritage interest, which includes any archaeological, architectural, artistic or historic interest. The significance of a heritage asset also derives from an asset's setting, which is defined in the NPPF as 'the surroundings in which a heritage asset is experienced'.
53. Paragraph 197 of the NPPF states that *"the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining applications. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."*
54. The application is accompanied by a Heritage Statement which concludes that:
- The warehouse group makes a negligible contribution to the setting of any designated heritage assets within the area and that reasonable development proposals would have a similarly negligible impact upon the surrounding historic environment, i.e. the Trafford Road Swing Bridge (Grade II).
 - The proposed development retains the fundamental character and appearance of the building group and avoids any loss of significant fabric, and, therefore the development avoids any compromise to the heritage assets in these terms.
 - The assessment of three views illustrates that the proposed development largely respects the height, massing and materiality of the building group. It is considered, therefore, that the proposed development will result in an overall neutral impact on the historic built environment.
55. The roof extension to the eastern warehouse will be visible in some key views of the warehouse from Trafford Road Bridge. However, it is considered that subject to the use of appropriate materials, which can be secured by condition, the proposed development will have a neutral impact on the setting of the Trafford Road Bridge.
56. With regard to the impact of the proposals on Victoria Warehouse, a non-designated heritage asset, it is considered that the proposed extensions (roof terrace, club house, multi storey car park) will have a minor impact on the architectural and historic significance of the group of warehouses. In accordance with paragraph 190 of the NPPF, further details will be required regarding the finer design details and materials for the proposed development, specifically the external lift shafts and glazed entrance to the western warehouse, in order to minimise the conflict between any aspect of the proposal and the conservation of the heritage asset.

57. It is not considered that the proposed development will affect the setting of the Grade II listed 'White City' Entrance Portal and Lodges, or the Bridgewater Canal, Manchester Ship Canal, the Skyhooks sculpture and former Telephone Exchange, which are all non-designated heritage assets.
58. In assessing the impact of this application on local heritage assets, paragraph 197 of the NPPF and Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 are of relevance. The proposed development will bring back into use the unused elements of both warehouses ultimately securing their future. The proposed works to the arena will not only improve the cluttered appearance of the building but seeks to reduce noise egress from the building. The MSCP is required to support the uses across the site and ensure its success. The redevelopment of the Victoria Warehouse complex will have varying benefits. The proposed development will also contribute towards the local economy, tourism industry and create a number of jobs. It is considered that the benefits of the proposed development outweigh the minor impact to Victoria Warehouse and the proposed development is acceptable in terms of impact on designated and non-designated heritage assets in accordance with the NPPF.

HIGHWAYS

59. The site is sustainably located near to a number of Metrolink stops served by the Eccles, Altrincham and Trafford Centre lines. A connection can be made to the west of the site onto the largely segregated route 55 of the National Cycle Network. The site is also served by over 25 bus services an hour (each way), which provide good coverage of local and regional destinations.
60. In assessing the highways impact and parking requirements of the proposed development, the uses assessed as part of this application are the proposed office accommodation, reconfigured 200 bedroom hotel use and the MSCP. The use of the arena as a music venue and conference facility is not altered by this application.
61. The various uses on the site do not occur daily and generally music event customers arrive by public transport with no parking on the site. On the occasion that events parking is required, this is organised off-site with a third party car park operator. The operation of the events space will not change as a result of the proposed development.
62. The application is accompanied by a Transport Assessment and Technical Note, which has assessed the highways and traffic impact of the proposed development. No concern has been raised by the LHA in this regard and the proposed development is considered to be acceptable in terms of highways impact.

63. The overall site is occupied by a number of uses; hotel, office, conference/venue hire, and a stadium use with the parking requirements set out in the guidance in SPD3 varying for each of these uses. As noted previously the various uses on the site do not occur daily nor concurrently and the demand for the MSCP is largely led by the proposed B1(a) office space and the hotel use.
64. The car parking standards set out in the Core Strategy and SPD 3 are maximum standards, however the standards in relation to the disabled parking, motorcycle and bicycle parking are minimum requirements. Overall the whole Victoria Warehouse complex would provide 68 bicycle parking spaces, 19 motorcycle parking spaces and 183 car parking spaces, including 12 disabled parking spaces.
65. It is not appropriate to look at each use on the Victoria Warehouse site in isolation from each other as there are likely to be linked trips, i.e. hotel guests would likely be visiting conferences or music events on site and uses would not occur concurrently, i.e. the office as a daytime use would not be occupied whilst music events occur on site.
66. SPD 3 sets out that a maximum of 200 car parking spaces should be provided for the hotel use and 193 spaces for the proposed office use. Whilst the proposed level of car parking falls short of the maximum standards set out in SPD3, it has to be borne in mind that the hotel currently has permission to operate as a 775 bedroom hotel. It is also relevant that there are parking restrictions in the vicinity of the site and so the potential for impact on amenity, an issue often associated with on-street parking should not arise here. Moreover, the site is now served by the Trafford Park Metrolink line with the Wharfside stop located only a short distance from the site. The LHA has not raised an objection to the application subject to conditions. It is considered that given the highly sustainable location of the proposed development the provision of 183 of car parking spaces to be provided within the MSCP is acceptable and sufficient to serve the site.
67. Disabled parking provision is required as a proportion of the total parking provision on site, with office uses requiring 5% of the total provision being allocated for disabled parking spaces and the hotel requiring 6% of the total capacity to be allocated on site, which results in a requirement of 9 and 11 spaces to be allocated from the total respectively. The provision of 12 disabled car parking spaces complies with the minimum standards sets out in SPD3.
68. 16 motorcycle parking spaces are required to serve the proposed office and hotel space. The provision of 19 motorcycle spaces to serve these uses and the wider site is considered to be acceptable.
69. 40 bicycle parking spaces are required to serve the proposed office and hotel space. The provision of 68 cycle spaces to serve these uses and the wider site is considered to be acceptable.

70. Vehicular and pedestrian access to the site remains unchanged from the existing situation, with vehicles and pedestrians accessing the site via the existing access gates on Trafford Wharf Road.
71. The proposed MSCP would comprise 2.4m wide x 4.8m long parking bays and 6m wide aisles. A swept path analysis has been provided which demonstrates vehicles will be able to access all floors of the MSCP and the proposed parking spaces, although a few of the spaces would likely require several point-turn manoeuvres to get in and out of them, however this is not uncommon in MSCPs, and the bays are still useable. Pedestrian pathways through the car park are marked within the aisles.
72. The ground floor of the MSCP also provides 18 bicycle parking spaces and 3 motorcycle parking spaces. Additional bicycle and motorcycle parking spaces are provided across the site as outlined in the 'Public Realm and Landscaping' section.
73. Under the Traffic Management Act 2004, the Traffic Authority has a duty to ensure the efficient movement of traffic (pedestrians, cars, cycles, etc) on the highway network. The LHA has raised concerns that events at the existing site already result in significant congestion and highway safety conflicts on the local road network, however these events are in relation to the existing use of the site, which this application does not seek to alter.
74. Overall it is considered that the proposed development is located in a highly sustainable location which is well served by the Metrolink and bus network. It is considered that the proposed development will provide a sufficient level of on-site car, motorcycle and bicycle parking.

ACCESSIBILITY

75. The applicant has submitted an equalities statement which sets out how accessibility within the site will be improved as part of the proposed development. These include the provision of new lifts and clearly defined routes in each of the warehouses that will ensure that all parts of the building are accessible to all users including those in wheelchairs. All aspects of the scheme will comply with the Building Regulations Part M. The car park will include disabled parking spaces at both ground level and level six of the MSCP.

AMENITY

76. In addition to ensuring that developments are designed to be visually attractive paragraph 127 of the NNPF advises that planning decisions should create places that provide a high standard of amenity for existing and future users.
77. Policy L7 of the Core Strategy contains similar requirements and requires development to be compatible with the surrounding area and not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of, amongst others, overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance. It has already been concluded earlier in this report that L7 is considered to be up to date for decision making purposes and that full weight can be attached to it.

Overbearing / overshadowing

78. The Victoria Warehouse complex is located opposite the development of No. 1 Old Trafford which will provide 354 dwellings in two towers of 15 and 18 storeys, which are perpendicular to Trafford Wharf Road with the side elevations of the two towers are sited directly opposite the proposed MSCP and existing arena.
79. The proposed MSCP is located over 30 metres from No.1 Old Trafford, which at seven storeys in height is less than half the height of the approved residential towers. The proposed development may result in some limited overshadowing of the residential development, however these towers were designed to have their main outlook to the east and east and not to the south towards Victoria Warehouse.

Overlooking

80. The car park is enclosed and will not result in overlooking of the adjacent residential development.
81. The hotel roof terrace, could allow an oblique view of the principal windows serving occupiers of the eastern residential tower at No. 1 Old Trafford. However, it is considered that the separation distance between and orientation of the two buildings will limit any views and furthermore users of the terrace will be restricted from standing near the edge of the roof by a perimeter balustrade set 2.3 metres in from the existing parapet and pediment which will further obscure any views.
82. The proposed development will not impact on the residential amenity of occupiers of the adjacent residential development in terms of overlooking.

Noise

83. The application site is located opposite a residential site which is currently under construction, known as No.1 Old Trafford. Therefore Policy L7 is relevant to the determination of this application in terms of ensuring the proposed development is

compatible with the surrounding area and will not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties.

84. A number of noise issues have been raised by objectors to the development and as noted in the section titled 'Representations'. Throughout the course of the application the majority of the concerns raised have been addressed, however concern is still expressed by the objector in relation to noise egress from the proposed hotel extension.
85. The Pollution and Licensing Team have reviewed the proposed development and have considered the potential impact from music noise break-out from the function room including the solid roof extension on the top floor of the hotel; use of the roof terrace by occupants of the hotel and function room; an increase in vehicular movements as a result of the proposed MSCP; alterations to the main arena roof; the introduction of new HVAC plant associated with both buildings and temporary construction noise.
86. Concern has been raised over the level of noise egress from the function room and the solid roof extension on the top floor of the hotel and the impact this use/extension would have on the occupiers of the adjacent No. 1 Old Trafford which is currently under construction. These concerns have been fully reviewed by the Pollution and Housing Team who are satisfied that any noise impact can be satisfactorily addressed by condition. The recommended condition will require full details of the roof design to be provided prior to construction. These details will require calculations to be submitted which demonstrate the predicted acoustic performance of the roof. A verification report will also be required to be submitted which confirms the acoustic performance of the roof. Although concerns have been raised over the technicalities of how these measurements are performed, the Pollution and Housing Team are satisfied that the recommended condition and noise attenuation requirements are consistent with current national planning guidelines and the relevant good practice guides.
87. A similar approach is being taken to the final design of the arena roof to ensure that the acoustic performance of the new main event space roof is not less than the approved sound reduction specification for the existing roof.
88. The proposed roof top clubhouse and running track will only be used by users of the wider site, i.e. office occupiers and hotel guests, and will not be used for organised sporting or entertainment events. In order to protect the residential amenity of future occupiers of nearby residential accommodation a condition is recommended to ensure this use remains ancillary to the main use of the site and is only accessible between the hours of 10:00 and 21:00 hours.
89. No assessment of the impact of fixed plant noise has been undertaken, however it is considered that potential impacts from any fixed plant or machinery can be adequately assessed via condition.

90. It is not considered that the proposed development will result in adverse noise impacts in terms of vehicle movements to and from the site.
91. It is considered that subject to the imposition of appropriate conditions the proposed development will not result in any undue impact on neighbouring occupiers of the site in terms of noise. The application therefore complies with Policy L7 in this regard.

AIR QUALITY

92. The application is supported by an Air Quality Assessment that considers the potential impacts arising from construction and operation of the development in accordance with relevant national standards, objectives and guidelines.
93. A detailed road traffic emission assessment found that the operation of the proposed development will result in negligible increases in relevant pollutant concentrations and no exceedance of the relevant air quality objectives is predicted.
94. As such, no significant impacts are expected in relation to air quality and no mitigation measures are required in this regard.
95. As per the NPPF, the development is required to provide electric vehicle (EV) charging points. The current Institute of Air Quality Management (IAQM) planning guidelines require 1 charge point (minimum 7kWh) per 10 car parking spaces for unallocated car parking and for commercial developments, 1 charge point (minimum 7kWh) should be provided per 1000m² of commercial floorspace.
96. The MSCP proposes to incorporate 16 EV charging points within the development, which is slightly short of the required IAQM standards, however it is clear that the applicant will install charging points and it is considered that the exact number and location of charging points can be secured through the use of an appropriately worded planning condition.

LAND CONTAMINATION

97. Historical maps indicate the presence of former rail sidings in the area of the proposed car park. The site also features within the Council's prioritised list of contaminated land sites and there are two former landfill sites, Hilti and Warwick Road in close proximity to the proposed development. The site lies within a 250m buffer zone of both landfills.
98. With regard land contamination, the proposed works largely comprise the refurbishment of the existing warehouses, and the construction of the MSCP will only require minimal excavations for the car park foundations, which are envisaged

to be piled foundations on which the car park frame will be supported. Following the piling, the surface will be sealed to provide a better level of encapsulation than the present surface car park.

99. Contaminated land reports and ground gas assessments were produced in association with the 2010 planning application. During the course of the 2010 planning application these were considered to be satisfactory and were provided to the Pollution and Housing Team for review in response to the initial comments on this planning application. In response to this additional information, the Pollution and Housing Team have recommended that conditions are attached to any forthcoming planning permission requiring a watching brief to be carried out during groundworks to ensure that any contamination is identified and dealt with appropriately with a verification report provided prior to occupation.

DRAINAGE

100. The NPPF sets strict tests in order to protect people and property from flooding, which all local planning authorities are expected to follow. In summary these tests are designed to ensure that if there are better sites in terms of flood risk, or if a proposed development cannot be made safe from the risks of flooding, then it should not be permitted. A similar approach is embodied in Core Strategy Policy L5 (and thus this aspect of Policy L5 is also up-to-date for the purpose of decision-taking).
101. The site is located on the northern side of the Bridgewater Canal. The southern boundary of the application site is located within Flood Zone 2, whilst the majority of the site sits in in Flood Zone 1 which is categorised as having the lowest probability of river or sea flooding. Flood Zone 2 represents a medium risk to river or sea flooding. The site also sits within a Critical Drainage Area as defined by the Council's Strategic Flood Risk Assessment (SFRA).
102. A Drainage Report and Flood Risk Assessment was produced in support of the application. The majority of the proposal involves the reconfiguration and alterations of the existing buildings on site, with the exception of the new build MSCP. The site drains into the public sewer system.
103. The scheme has been reviewed by the Local Lead Flood Authority (LLFA) who are satisfied that the proposed development is acceptable subject to the imposition of a condition requiring full details of a surface water drainage design to be submitted prior to commencement of the MSCP.

ECOLOGY

104. The building inspection found no evidence of recent or historic usage of bats. However, it was concluded that some of the buildings had moderate potential to support bats at other times and consequently further activity surveys were

required. The dusk emergence survey recorded two bats emerging from building B2 (the most westerly of the structures) and the dawn re-entry survey recorded likely (but not confirmed) entry into B2 via a similar location. Building B2 is considered under the legislation (Habitats Regulations 2017 and Wildlife & Countryside Act 1981) as a confirmed bat roost. Some form of European Protected Species licence (EPS) will be required from Natural England to carry out the proposed works and compensatory bat boxes/bricks are required. Conditions are recommended should permission be granted.

105. Since bats have been found on the site then under the terms of the Habitats Directive and the Conservation of Habitats and Species Regulations 2017 (as amended), a licence will be required from Natural England to derogate the terms of this legislation before any work can commence that may disturb bats. Before a licence can be granted three tests must be satisfied. These are:

- i) That the development is “in the interest of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequence of primary importance for the environment”;
- ii) That there is “no satisfactory alternative”;
- iii) That the derogation is “not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range”.

With regards to the second test that there is “no satisfactory alternative”, it is considered there are no available alternative redevelopment options that would secure the viable future use of these important non-designated heritage assets. The alternative would be for the development not to proceed, or limit development to areas that would not impact on bats. Either scenario is not considered feasible given the importance of bringing the buildings back into use and securing a viable future for the business and the buildings. The fact that the site sits within the Wharfside Strategic Location and is specifically identified for major mixed use development in the Core Strategy is also a significant consideration.

It is considered the third test can be met, the roosts found are not considered to be large and it is thought that compensatory provision will be straightforward through the provision of bat boxes and bricks. These are required by condition.

106. The Preliminary Roost Assessment observed black redstart on the roof of Building B1 (most easterly of the buildings) and it was concluded that the site was suitable for nesting, although no breeding was observed during the survey. The black redstart is a Schedule 1 bird species (Wildlife & Countryside Act 1981), which are afforded greater protection than the general provisions for all nesting birds. Conditions are recommended should permission be granted.

DEVELOPER CONTRIBUTIONS

107. Due to the complicated nature of the existing and proposed uses on the site it is not currently clear whether the development will be liable for CIL (Community Infrastructure Levy). Should it be determined that the proposed development is CIL liable the development would be subject to CIL category payments of 'office' and 'hotel' development, which are charged at a rate of £0 and £10 per square metre respectively in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
108. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

109. This application seeks planning permission to reconfigure the existing and approved hotel provision from 775 budget rooms to 200 high quality rooms, along with ancillary facilities to complement the existing music and conference venue uses on the site. The application also seeks to bring back into use the vacant areas of the western warehouse with office accommodation. As part of the refurbishment and improvements to the western warehouse a new glazed reception area is proposed. The proposed alterations associated with these new uses are considered to be acceptable.
110. The main element of new build development comprises the proposed MSCP. It is considered that the MSCP is appropriately designed to complement the industrial heritage of this non-designated heritage asset and whilst it will result in minor harm to the significance of the warehouse complex, this harm is considered to be outweighed by the benefits of the proposals, specifically the employment and wider economic benefits and the boost to the tourism industry in Trafford. The car park is also considered to be acceptable in terms of any highway impacts. The MSCP will provide car parking to support the functioning of the site and along with the overall parking strategy for the site will provide an improvement with the provision of disabled parking provision, EV charging points and secure motorcycle and bicycle parking provision.
111. The proposed new roof to the arena building seeks to improve the performance of the roof in terms of noise egress (albeit the relevant condition can only seek to ensure it performs to the same level as the existing roof) and to improve the appearance of this building. It is considered that the use of Corten in the new roof is appropriate and will complement the proposed Corten clad MSCP.
112. It is considered that any potential noise issues from the proposed hotel function room, arena roof and clubhouse uses can be robustly controlled through the imposition of the recommended conditions.

113. Overall it is considered that the proposed development is acceptable and complies with the Core Strategy policies L4, L7, W1, R1 and R6, the NPPF and PPG.

RECOMMENDATION:-

GRANT subject to the following conditions

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Site Wide

07495(00)00 P1 - Location Plan
07495(02)00 P5 - Proposed Site Plan
07495(02)10 P5 - Proposed Basement and Ground Floor Plans
07495(02)11 P2 - Proposed First and Second Floor Plans
07495(02)12 P4 - Proposed Third and Fourth Floor Plans
07495(02)13 P2 - Proposed Fifth Floor and Car Park Levels 5/6
07495(02)14 P2 - Proposed Sixth Floor / Roof Plan
07495(02)20 P3 - Existing and Proposed Elevations 1
07495(02)21 P3 - Existing and Proposed Elevations 2
07495(02)30 P1 - Existing and Proposed Sections 1
07495(02)31 P1 - Existing and Proposed Sections 2
07495(21)20 P2 - Window Details Type WT1
07495(21)21 P1 - Window Details Type WT2
07495(21)22 P2 - Window Details Type WT3

Eastern Warehouse

07495(02)100 P1 - Proposed Basement Plan
07495(02)101 P3 - Proposed Ground Floor Plan
07495(02)102 P2 - Proposed First Floor Plan
07495(02)103 P3 - Proposed Second Floor Plan
07495(02)104 P2 - Proposed Third Floor Plan
07495(02)105 P2 - Proposed Fourth Floor Plan
07495(02)106 P2 - Proposed Fifth Floor Plan
07495(02)107 P2 - Proposed Roof Plan
07495(02)108 P1 - Proposed Section AA
07495(02)110 P1 - Proposed North Elevation

07495(02)111 P1 - Proposed South Elevation
07495(02)112 P2 - Proposed East and West Elevations

Car Park and Arena

07495(02)113 P3 - Proposed Car Park Plan L0
07495(02)114 P3 - Proposed Car Park Plan L1
07495(02)115 P3 - Proposed Car Park Plan L2
07495(02)116 P3 - Proposed Car Park Plan L3
07495(02)117 P3 - Proposed Car Park Plan L4
07495(02)118 P3 - Proposed Car Park Plan L5
07495(02)119 P3 - Proposed Car Park Plan L6
07495(02)125 P2 - Proposed Section through Arena
07495(02)130 P5 - Proposed North Elevation
07495(02)131 P2 - Proposed East Elevation
07495(02)132 P5 - Proposed South Elevation
07495(02)133 P2 - Proposed West Elevation
07495(21)01 P3 - Detail section through car park
07495(21)02 P2 - Footbridge Details

Western Warehouse

07495(02)140 P6 - Proposed Ground Floor Plan
07495(02)141 P4 - Proposed First Floor Plan
07495(02)142 P9 - Proposed Second Floor Plan
07495(02)143 P5 - Proposed Third Floor Plan
07495(02)144 P5 - Proposed Roof Plan
07495(02)150 P4 - Proposed Section AA
07495(02)160 P10 - Proposed North Elevation
07495(02)161 P8 - Proposed East Elevation
07495(02)162 P6 - Proposed South Elevation
07495(02)163 P7 - Proposed West Elevation
07495(21)10 P2 - Glazed entrance details
07495(21)11 P1 - Glazed Lift Details

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

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

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 and R1 for historic environment of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. No development shall take place in relation to the external glazed lifts to the western warehouse until full details have been submitted to and approved in writing by the Local Planning Authority. This information shall include large scale detailed drawings of the lift structure, details of the junction of the lift structure with the warehouse, the junction of the lift structure with the canopy and balustrade details. These shall be implemented in accordance with the approved details.

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

5. No development shall take place in relation to the multi storey car park until a drawing detailing the precise location and number of disabled car parking spaces has been submitted to and agreed in writing by the Local Planning Authority. The multi storey car park shall be implemented in accordance with the approved details.

Reason: To ensure that satisfactory disabled parking provision is made in the interests of promoting accessible development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

6. If replacement windows or frames are required to be installed in any of the buildings full details, including large scale drawings must be submitted to and approved in writing by the Local Planning Authority prior to their installation. Thereafter replacement windows and frames shall be installed in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 and R1 for historic environment of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

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

implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner. (c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 15 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

8. The hotel (eastern warehouse) roof terrace shall not be used for the purposes of any entertainment or amplified music. Between the hours of 23:00h and 07:00h on any day, the roof terrace may only be used by guests of the hotel and attendees of events in the function room for the purpose of a smoking area

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework

9. Prior to the commencement of any permitted works to the Eastern Warehouse hotel function room, the full and final design details of the function room roof shall be submitted to and approved in writing by the Local Planning Authority. These details shall include calculations to demonstrate the predicted acoustic performance of the roof and the predicted maximum internal music noise level that must achieve the following external music noise limits at 1 m from the façade of a noise sensitive receptor:

- The external music noise level (LAeq,15min) shall not exceed the representative lowest background sound level (LA90,15min) for the periods of operation
- The external music noise level (L10,15min) shall not exceed the representative lowest background sound level (L90,15min) in both the 63Hz and 125 Hz octave bands for the periods of operation

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. A verification report shall be submitted to the Local Planning Authority on completion of construction works to confirm the actual acoustic performance of the roof of the Eastern Warehouse hotel function room and the as-built predicted maximum music noise level inside Eastern Warehouse hotel function room that will achieve the external music noise level criteria set out in condition 9. No events shall take place within the Eastern Warehouse hotel function room until the verification report has been approved in writing by the Local Planning Authority.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. Prior to the commencement of any works to the arena, an assessment shall be submitted to the Local Planning Authority for approval to determine the sound reduction specification of the existing main arena roof (as identified as on drawing no. 07495(01)10 P1 as 'Cotton Sheds Events'), having regard to applicable national standards and guidelines. No works shall commence until the report has been approved in writing by the Local Planning Authority.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. Prior to first use of the arena, a verification report shall be submitted to the Local Planning Authority confirming that the acoustic performance of the replacement arena roof (as identified as on drawing no. 07495(02)00 P5) is not less than the approved sound reduction specification for the former roof established by the requirements of condition 11. Once works to the existing arena roof have commenced, no music events shall take place within the arena space until the new roof has been completed and a verification report has been approved in writing by the Local Planning Authority. Thereafter the arena roof shall be maintained to ensure that its acoustic performance does not drop below the level established by condition 11.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. Prior to the first installation of any new or replacement fixed plant a report shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the rating level ($L_{Aeq,T}$) from all fixed plant and machinery on site, when operating simultaneously, will not exceed the background noise level ($L_{A90,T}$) at any time, when measured at the nearest residential receptor. Noise measurements and assessments should be compliant with '*BS 4142:2014 Rating industrial noise affecting mixed residential and industrial areas*'. Thereafter noise from fixed plant and machinery shall not exceed the background noise level ($L_{A90,T}$) at any time, when measured at the nearest residential receptor.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. The western warehouse rooftop clubhouse and track shall only be used for purposes ancillary to the use of the site. Prior to the first operation of the facility, a Management Plan for its use shall be submitted to and approved in writing by the Local Planning Authority. The Management Plan shall set out how and when the facility will be used, including any necessary mitigation measures. Thereafter the

clubhouse and track shall only be used in accordance with the approved Management Plan.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. Details of Electric Vehicle Charging Points shall be submitted to and approved in writing by Local Planning Authority prior to the commencement of the development. The approved details shall be implemented and retained in working order for the lifetime of the development.

Reason: In the interests of sustainability and reducing air pollution having regard to Core Strategy Policies L5 and L7 and the NPPF.

16. No exterior lighting shall be introduced on the site unless and until an Exterior Lighting Impact Assessment undertaken in accordance with the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light GN01:2011 has first been submitted to and approved in writing by the Local Planning Authority. The external lighting scheme must be designed to maintain suitable bat foraging habitat. Thereafter exterior lighting shall only be lit in accordance with the approved details.

Reason: In the interest of amenity and in order to protect bats and their foraging habitat having regard to Policies R2 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

17. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i. the parking of vehicles of site operatives and visitors;
 - ii. loading and unloading of plant and materials;
 - iii. storage of plant and materials used in constructing the development;
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - v. wheel washing facilities, including measures for keeping the highway clean;
 - vi. measures to control the emission of dust and dirt during construction and procedures to be adopted in response to complaints of fugitive dust emissions;
 - vii. a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - viii. hours of demolition and construction activity. measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity and plant such as generators;

- ix. information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors; and,
- x. information to be made available for members of the public.

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

18. No development shall take place unless and until a scheme to secure a Watching Brief for the duration of all groundworks associated with the development has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that any land contamination is identified and dealt with appropriately (including the documentation of findings and the production of a Verification Report). The Verification Report shall be submitted to and approved in writing by the Local Planning Authority once all groundworks have been completed or prior to the multi-storey car park being brought into use, whichever is the sooner. The Verification Report shall demonstrate that the remedial encapsulation works have been completed and that all site remediation criteria have been met. It shall also include any plan, where required, for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action (a "long-term monitoring and maintenance plan").

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the health of future occupiers in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. The assessment is required prior to development taking place on site to mitigate risks to site operatives.

19. A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the date of operation of either the hotel, car park, or office space (whichever occurs first). The Travel Plan shall be implemented and thereafter shall continue to be implemented for a period of 10 years from the first date of operation and shall include:
- Realistic and quantifiable targets;
 - Effective objectives and incentives to reduce car travel and increase use of non-car modes of travel for staff, visitors (including corporate and event attendees), and hotel guests;
 - A review and monitoring programme against the baseline which should be established within 3 months of the first date of operation;
 - A requirement for employee travel surveys to be completed every 12 months from the date of first operation, for a period of ten years;

- Visitor and hotel guest surveys to be completed once every 24 months from the date of first operation for a period of ten years; and,

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

20. No development shall take place in relation to the development of the multi storey car park, until a surface water design strategy has been submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall demonstrate improvements to the existing surface water disposal system in accordance with the requirements of the Manchester, Salford and Trafford Strategic Flood Risk Assessment (SFRA) and shall be supported by:

- Detailed plans identifying the catchment areas for the surface water drainage;
- A MicroDrainage (or similar) analysis of the existing and proposed drainage to ensure that it does not present a flood risk to the development and the surrounding areas.
- Analysis to include the following details:
 - Percentage to be drained to the Bridgewater Canal
 - Percentage to be drained to the UU sewer network
 - 1 in 1, 1 in 30, 1 in 100 (+CC)
 - Areas where exceedance flooding occurs

The approved scheme shall be fully implemented prior to the car park first being brought into use and subsequently maintained in accordance with the timing / phasing arrangements embodied within the scheme.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Core Strategy Policy L5, the Manchester, Salford and Trafford SFRA, the NPPF and guidance within NPPG.

21. No development shall take place unless and until a Method Statement, based on the provisions of section 5.1 of the submitted Bat Survey Report (Avian Ecology, 26.11.2019), has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in full accordance with the approved Method Statement.

Reason: In order to protect any bats that may be present on the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

22. Prior to any above-ground construction works or works to roof space (including demolition) taking place within each building on site, a scheme for the provision of bat boxes and bird boxes within each of the buildings shall be submitted to and

approved in writing by the Local Planning Authority. The approved details shall be installed prior to the bringing into use of each building and shall be retained thereafter.

Reason: To mitigate the loss of bat roosts and bird habitat and enhance the biodiversity value of the site, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

23. No works to any roofs, including demolition, shall take place outside the bird nesting season (March – August inclusive), unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the buildings are utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the period specified above unless a mitigation strategy has first been submitted to and approved in writing by the Local Planning Authority which provides for the protection of nesting birds during the period of works on site. The mitigation strategy shall be implemented as approved.

Reason: In order to prevent any habitat disturbance to nesting birds having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

24. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 4 of the submitted Crime Impact Statement dated 26 November 2019, reference 2005/1451/CIS/02 and retained thereafter.

Reason: In the interests of crime prevention and the enhancement of community safety, having regard to Core Strategy Policy L7 and the National Planning Policy Framework.

25. Prior to any demolition works the western boundary wall a demolition method statement detailing the extent of wall to be demolished and a method statement for the retention of the remaining wall shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity and protecting the character of the historic environment, having regard to Policy L7 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

26. No boundaries, screens or retaining walls shall be constructed until full details of the proposed type of boundary, its siting, design and materials to be used in its construction have first been submitted to and approved in writing by the Local Planning Authority. The structures shall be erected in accordance with the approved details.

Reason: In the interests of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework

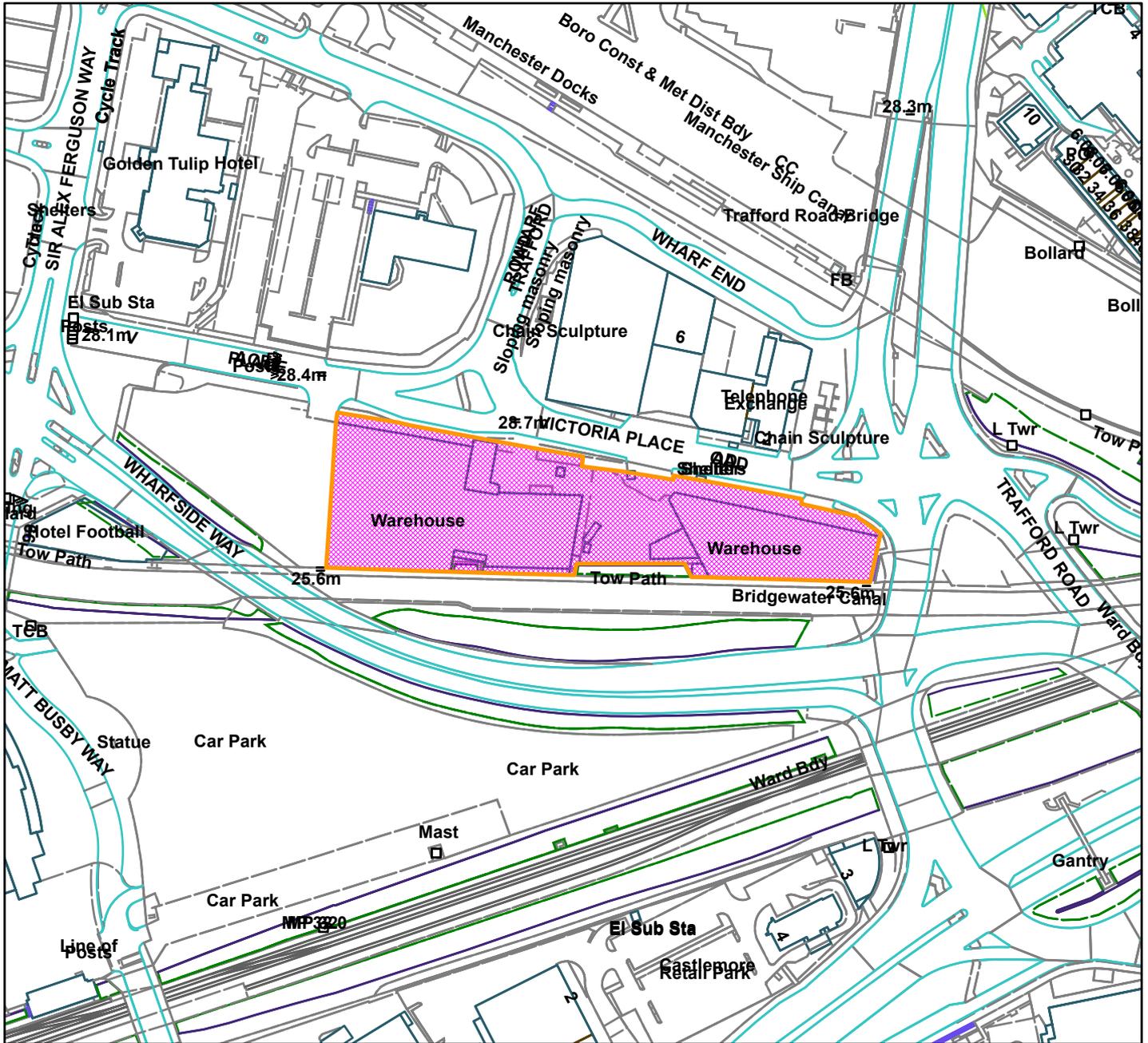
27. Prior to its construction or installation, details of the access lift to the Eastern Warehouse entrance canopy shall be submitted to and approved in writing by the Local Planning Authority. The submitted information shall include details of the location, design, specification and materials for the lift. Thereafter the lift shall be constructed and installed in accordance with the approved details.

Reason: In the interests of amenity and accessibility having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

DH



Victoria Warehouse, Trafford Wharf Road, Trafford Park (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

WARD: Hale Central

100164/HHA/20

DEPARTURE: No

Erection of a first floor front extension over existing garage, part single, part two storey side extension, two storey rear extension with Juliet balcony and other external alterations including roof alterations.

231B Hale Road, Hale, Altrincham, WA15 8DN

APPLICANT: Ms Manning

AGENT: Urban Imprint

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS

The application is reported to the Planning and Development Management Committee due to receiving 6 or more representations contrary to officer recommendation

SITE

The application site comprises a large two storey detached residential property located on Hale Road in Hale, dating to the early 2000s. The property is constructed of brick walls with hipped concrete tiled roofs and timber framed window openings, with two chimneys. The roof features eaves overhangs with corbelled supports.

The site features a front driveway, shared with the adjacent property, no. 231A and access of a further long driveway which emerges on Hale Road. There is a front attached double garage with hipped roof and a large rear garden with several trees. Boundaries are formed by a mixture of hedges, bushes and trees. Neighbouring properties are entirely residential and are a mix of semi – detached and detached featuring generous sized plots.

The site is situated within the South Hale Conservation Area in Character Zone B, adjacent to the north west boundary of the Conservation Area. It is located behind several neighbouring listed buildings to the south. These are 5no. residential properties, namely: Barrowcroft (no. 223 + 225 Hale Road), Turvelaws (no. 227), White Thorn Lodge (no. 229), and Cross Heyes (no. 231 Hale Road). These date to the early 1900's and were constructed by architect John N. Cocker. It is nos. 227 and 229 that directly adjoin the front boundary of the applicant property.

PROPOSAL

This application seeks planning permission for the erection of a first floor front extension over the existing garage, part single, part two storey side and rear extensions with Juliet balcony and other external alterations including roof alterations.

Specifically the side extensions would infill the space between the rear elevation of the existing garage and the side elevation of the main property adjacent to the north west site boundary. The rear extensions would project 3m increasing to 4m past the rear elevation of the main property.

The garage extension would feature a new front dormer, with the front of the main property featuring a second dormer linking the two sections together. External alterations comprise the removal of an existing chimney and hip to gable roof alteration for the rear of the garage. One garage would be converted to a bedroom.

Materials proposed include brick walls, concrete tiled roofs, and timber framed window openings, each to match the existing property.

The total additional internal floor space proposed is approximately 148sqm.

Value Added:

At the request of the Council, amended plans were submitted to reduce the scale of the first floor garage extension and two storey side extension. A part single, part two storey rear extension was subsequently added with Juliet balcony.

An amended site location plan was submitted to remove the proposals from this plan. The description of development was amended during the course of the application in order to more accurately reflect the proposed works.

Neighbours were re-consulted on both of the above.

Previously refused scheme:

A two storey side extension and front garage extension was previously refused through application 76517/HHA/2011 with an appeal subsequently dismissed due to concerns regarding impact upon the spacious character of the conservation area and visual intrusion / overlooking upon neighbouring properties on Grange Avenue. This application included a two storey side extension with the first floor element in closer proximity to the north west boundary. This application also included a large garage extension with raised roof eaves and ridge height.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

L8 - Planning Obligations

R1 – Historic Environment

R2 – Natural Environment

OTHER LOCAL POLICY DOCUMENTS

South Hale Conservation Area Appraisal (2017)

South Hale Conservation Area Management Plan (2017)

SPD3 – Parking and Design (2012)

SPD4 – A Guide for Designing House Extensions and Alterations (2012)

PROPOSALS MAP NOTATION

South Hale Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on the 19th February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

MHCLG published the National Planning Practice Guidance on the 6th March 2014, and is updated regularly. The NPPG will be referred to as appropriate in the report.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

76517/HHA/2011 – 231B Hale Road, Altrincham, WA15 8DN

Erection of two storey side extension and first floor extension over existing garage.

Refused 27th April 2011. Appeal dismissed 9th August 2011.

H/52120 - 231A And Land To Rear Of 227-231 Hale Road, Hale

Erection of two detached houses on land to the rear of 227, 229 and 231 Hale Road served by the existing access between 231 and 233 Hale Road. Demolition of 231a Hale Road. Associated landscaping.

Approved with conditions 31st January 2002

APPLICANT'S SUBMISSION

Application Form

Location Plan

Existing Elevations + Floor Plans

Proposed Elevations + Floor Plans

Heritage, Design + Access Statement

Tree Survey

CIL Form

CONSULTATIONS

Tree Officer

No objection to this application. One tree needs removing and 1 hedge but these can be

mitigated for in a landscape scheme.

Heritage Officer

There is now a marginal reduction in the extensions proposed to the northwest elevation which are welcomed. However, this is still an increase in built form towards the north west side boundary albeit it predominately single storey. The scheme now proposes a substantial two storey projection to the north elevation. This will increase the amount of built form along the side boundary. I accept that the extension to the rear is unlikely to impact on the setting of GII listed building. However, when comparing the previously refused scheme with the current proposals I fail to see how these latest revisions address the concerns raised by the Inspector. In respect of development so close to the side boundary he considered the development would “erode the spacious character and appearance of the South Hale Conservation Area”.

REPRESENTATIONS

The application was advertised through consultation letters sent to immediate neighbours and through a site notice. Representations in the form of objections were received from nos. 4, 6, 8, 10, 12, 14 and 16 Grange Avenue.

In summary the following comments were made:

- *Overlooking from rear Juliet balcony*
- *Overdevelopment of plot from an increase in building footprint*
- *Increase in massing*
- *Negative impact of view of listed houses on Hale Road*
- *Proximity to side boundary line*
- *Intrusive appearance*
- *Removal of trees and hedge*
- *Large area of brickwork seen from Grange Avenue*
- *Neither enhances nor preserves the building or its historic environment
Detrimental to the architectural heritage of the South Hale conservation area and its sense of space*

After the re-consultation, the following comments were made:

- *Proposal adds to an already large and dominant building*
- *Already plenty of 6 bedrooms houses on the market in Hale*
- *Loss of garage space*
- *Significant additional mass*
- *No obscure glazed windows to the side*
- *Greater development along boundary line*
- *Incomplete boundary screening*
- *Does nothing to address previous concerns*
- *Overlooking*

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for extension and alterations works to an existing residential property, within a residential area which are generally considered acceptable in principle. However this is subject to addressing the key issues for consideration in the application which are the impact upon the heritage assets; namely the conservation area and adjacent listed buildings, design and appearance of the development, impact on residential amenity, impact upon trees and parking provision.

HERITAGE IMPACT

2. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, *“special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area”* in the determination of planning applications.
3. The NPPF is a material consideration in planning decisions, and as the Government’s expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. Paragraph 11 d) of the NPPF indicates that where there are no relevant development plan policies or the policies which are most important for determining the application are out of date planning permission should be granted unless: i) *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
5. Policies relating to heritage are considered to be most important for determining this application when considering the application against NPPF Paragraph 11, as they control the principle of the development. The reason Paragraph 11 d) above is relevant is that Policy R1 of Trafford Council’s Core Strategy, relating to the historic environment, has been found to not reflect case law or the tests of ‘substantial’ and ‘less than substantial harm’ in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out of date. The application will be assessed against the policies of the NPPF instead in Chapter 16.

6. The application site is situated within the South Hale Conservation Area and the proposal is to be considered against the appraisal and policies of the South Hale Conservation Area Appraisal (CAA) and the South Hale Conservation Area Management Plan (CAMP).
7. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises that *“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*
8. 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 and the more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (NPPF paragraph 193).
9. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (NPPF paragraph 194).
10. Where a development would 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 (NPPF paragraph 196).
11. Policy R1 states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to Conservation Areas, listed buildings and other identified heritage assets.

Significance of the Heritage Assets – Conservation Area

12. The Conservation Area Appraisal and CAMP for South Hale were adopted on 27th March 2017. The special character of the Conservation Area derives from elements including:

- *Many fine individual residences built in the area, in a variety of architectural styles and from a variety of periods including Victorian, Edwardian and modern.*
 - *A high level of architectural integrity and detail.*
 - *Houses are set in spacious plots, with gardens characterised by a variety of mature trees and shrubs.*
 - *Tree lined streets*
 - *The area is characterised by low garden walls, with hedges of various species above and trees along the boundary or hedgerows of holly or box.*
 - *The special interest of the Conservation Area is enhanced by the cumulative effect created by its spaciousness, the mature landscaping and the compatibility of natural and man-made features.*
13. The applicant property was constructed during the early 2000's following planning permission from application H/52120. It is located within Character Zone B which is purely residential in nature, on the very north west of the conservation area. This area is predominantly Edwardian in date, with lesser examples of Victorian, inter-war and modern properties. Many of the properties are set back from the street line and are shielded by high boundary treatments and mature planting to the fronts of plots. The applicant property is located on the very north west edge of the conservation area, between Hale Road and Grange Avenue, the latter of which is outside of the conservation area.
14. The application property is not classified as a specific positive contributor towards the character of the conservation area. However neither is the current property considered to detract. It is of a relatively recent construction from the early 2000's but is of traditional design with various architectural features that are reflective of the surrounding locality including hipped roofs, chimney stacks, timber windows and brick elevations. The site features a large garden and front driveway with mature boundary trees / hedges.
15. The following policies from the CAMP are considered to be most relevant.
- Policy 10
16. *Replacement of doors or windows should be in timber. Other materials such as aluminium may be permitted only if it can be demonstrated that a design can be found which matches the form of the original window design for that particular property or is of an appropriate door design to match the historic style of that particular property, and the replacement represents a significant improvement over the existing windows and doors. Where windows are replaced, they should respect the size and form of the original opening(s) and glazing bars, and be of an*

appropriate traditional design. Replacement doors and windows should not detract from the established character of the building.

Policy 11

17. *Garage doors should be of timber and side-hung.*

Policy 13

18. *Preferred roof materials should be slate (Welsh or Westmorland) or clay tiles, as appropriate to the building's context. Other natural materials maybe acceptable subject to size, colour and patina.*

Policy 14

19. *Established architectural detailing and features should not be removed or replaced, unless on a like-for-like basis.*

Policy 39

20. *Any new development should take inspiration from the established architectural styles within the Conservation Area. Appropriate features, materials and detailing are to be integrated into the design (see 2.2 of this Management Plan and the extended discussion in the accompanying Appraisal). Modern design is not prohibited within the Conservation Area but should be sympathetic to its historic context; have regard to appropriate siting, of a high standard; of an appropriate scale and proportions; and use appropriate, high-quality materials.*

Policy 40

21. *Extensions, to an existing building, should have regard to its established style by respecting the building's established features, form, proportions and materials.*

22. Section 2.8.3 of the CAMP defines harmful development (where relevant) as:

- *Where buildings are set further forwards in their plot such development will not be permitted. Buildings within a larger plot and/or set further back from their front boundaries will have greater flexibility but still need to respect a sympathetic balance of hard surface area to garden.*
- *Front extensions which will make the building more prominent from the road where there are presently glimpsed or partial views. Where there is a unified front building line across a collection of buildings, front extensions would not normally be appropriate, including porches or verandas where there were none originally.*
- *Side and/or rear extension which will significantly reduce the intervening space between the existing building and plot boundary.*
- *The increase of roof heights which is not in keeping with the building's wider context.*

- *Alteration, re-building or new development which is stylistically inappropriate and/or comprises an inappropriate palette of materials (as set out in section 2.2-2.4).*

Significance of the Heritage Assets – Listed Buildings

23. There are several listed buildings close to the south in the form of 5no. residential properties, these being: Barrowcroft (no. 223 + 225 Hale Road), Turvelaws (no. 227), White Thorn Lodge (no. 229), and Cross Heyes (no. 231 Hale Road). These date to the early 1900's and were constructed by architect John N. Cocker with a high level of architectural detail, large proportions, generous plots and mature tree / boundary planting. Inspiration in an arts and crafts style was sought from nearby Edgar Wood houses on Park Road.
24. The applicant property is considered to be within the immediate setting of nos. 227 and 229 and it is only these properties from part of the assessment within this application. Nos. 223, 225 and 231 are sited further away and the proposed development not considered to affect their setting.
25. The following listed descriptions are provided by Historic England:
26. Nos. 227 (White Thorn Lodge) and 229 - (Turvelaws). Grade II listed.
27. *Pair of semi-detached houses. 1907-8. John N Cocker. Brick with graduated stone slate roof. Large symmetrically planned houses with 2 storeys plus attic. In the Edgar Wood manner. Each house is of 2 bays the central ones having 5-light mullion and transom windows on the ground floor, 4-light mullion windows on the first, 3-light to the attic, lozenge shaped painted plaster panels and a gable. The outer bays have 7-light, 2-storey canted bay windows. The doorways are in the rear of the side elevations beneath the upper floor which projects and is gabled. Both this and the main gable have painted lozenge and roundel panels in plaster. One shared central stack and one gable stack with gabled weathering.*
Listing NGR: SJ7831286788

Assessment

Garage / front extensions

28. The hipped roof form of the garage to the front would remain, with a gable end provided to the rear. A flat roof dormer is proposed to the front elevation of the garage above the existing double doors. The dormer would be well sited within the

roof slope, up from eaves level and down from the ridge. It would correspond with the design of no. 231A which features a similar dormer above its garage.

29. The dormer would link with a second dormer on the front elevation of the main property in an L shape. The joining of the dormers between the garage and front elevation would be set within the valley of three roof slopes (the garage, the main roof and then 1m back from the projecting front gable end on the existing property). The appearance from the driveway would be of two well sited dormers. The flat roof join is not considered to be visible from ground level or the wider area, also taking into account the siting and substantial front boundary trees. The materials with tiled cheeks and timber windows would match the existing property. The existing ridge height would be maintained and the form of the garage would still be as a subservient building in relation to the main property. This is particularly important in that the garage is sited forwards of the front elevation.
30. The garage extension is significantly smaller and of a much more sympathetic design than that proposed within previous application 76517/HHA/2011, which by comparison featured a very high eaves level.

Side Extensions

31. The part single, part two storey side extension would infill the space between the rear elevation of the existing garage and the side elevation of the main property. A varying 2m increasing to 2.60m separation distance would be provided with the north west site boundary from the single storey part of the side extension. The first floor side elevation would provide a 4.30m increasing to 5.40m separation with the north west site boundary (due to the varying boundary line)
32. By comparison the existing garage features a minimum 2.20m separation distance with the north west site boundary.
33. Whilst the extensions would noticeably decrease the space to the side, north west boundary, this part of the site is already relatively enclosed and is not visible from the wider street scene in that the property is well set back from the road, behind properties on Hale Road. Neither are there any adjacent properties immediately to the north west with side elevations, between which a reduced separation would be particularly noticeable. There is substantial boundary screening in the form of mature evergreen hedges and trees along the north west site boundary with gardens of properties on Grange Avenue. Only one tree (T7) is proposed to be removed and therefore the majority of planting would remain.

34. The single storey side extension is considered to have limited visible from the wider area and rear garden of the site. It is the two storey extension which would be most visible and the separation distances above are considered sufficient in order to retain the character and spaciousness of the plot.
35. The arrangement is notably different from previously refused application 76517/HHA/2011 in that there is now a greater separation distance to the boundary line at first floor (4.40m to 5.30m as opposed to approx. 2.40m to 3m before) and the impact from the smaller garage extensions is much less. As such the concerns raised by the Council and planning inspector at the time regarding spaciousness and the character of the area are considered to have been overcome through the present design. Visual impact upon Grange Avenue properties is considered in the residential amenity section below.
36. The previous South Hale SPG which referenced advisory distances between site boundaries upon which the previous application was determined has been superseded by the 2017 South Hale CAMP which rather requires proposals to avoid significantly reducing the space between a site and its boundary lines. The comments from the Council's Conservation Officer regarding distance to the side boundary are acknowledged. However Planning Officer's have a contrary view that taking the above factors into account, the side extension siting and scale is considered acceptable and the reduction in spacing to the boundary would still preserve the spacious character of the conservation area for the intended purposes i.e. not to cause any harm to its significance.
37. The flat roof design of the single storey side extension does differ from the hipped and pitched roofs on the main property in being of a relatively contemporary form. However Policy 39 does not prohibit modern design and the extension is sited in a very discreet location, not being visible within the context of the property frontage or from the wider area. The fascia detailing to the side extension roof softens the appearance and provides better integration. The roof height would be set well below first floor window cill level and correspond with the garage eaves.
38. The hipped roof design for the two storey side extension would correspond with the hipped roof on the main part of the property with only a small increase in length of the ridgeline. The use of large eaves overhang with corbelled supports matches these existing features.

Rear extensions

39. The part single, part two storey rear extension with a projection of 3m increasing to 4m from the existing rear elevation would represent a proportionate addition to the dwelling, especially given the scale of the property and plot. The gabled end design for the main part of the two storey rear extension would correspond with the existing gable ends on the property, with details of materials and window/door reveals to be secured by condition.
40. Part of the two storey rear extension would be in the form of a flat roof section with full height glazed window openings. The flat roof design would be sited between two roof slopes (these being the rear gable ends on the main roof). It would not appear overly prominent, particularly when viewed from ground floor garden level and being located to the rear. The fascia detailing and timber cladding softens the appearance and provides a more traditional design style. This section would still provide a high quality design and would sit comfortably alongside the main body of the property in this position.
41. The previous design from application 76517/HHA/2011 by comparison would have provided a very wide rear elevation at two storey with little relief or detail.
42. In terms of massing within the plot overall, the existing plot is 1340sqm and the proposal would increase the building footprint from the current 222sqm (16.60%) to 315sqm (23.50%) following the extensions. This increase is not considered excessive and is broadly in keeping with the character of the surrounding area.

External Alterations / Materials

43. The removal of the existing west chimney to facilitate the extension works is not considered to harm the appearance of the property. The principal chimney on the east side would be retained and it is this which is viewed when entering the property from the driveway.
44. In terms of materials for the extension, the multi red facing brick would match the existing, as would the timber windows (meeting policy 10). Windows would feature a sash design with closely spaced glazing bars to match the style of the existing windows. The grey concrete roof tiles would not meet Policy 13, however the existing property features this type of tile and this would provide a suitable match with better integration of old and new. The stone corbelled roof supports are an important detail on the existing property which would be replicated. Notwithstanding information shown on the plans, further materials details are requested through as a condition.

Impact upon adjacent listed buildings

45. The appearance of the applicant property from the front would be altered by the introduction of a new roof dormer above the garage, linking to the front elevation. This would be discreetly sited within the valley of three adjacent roof slopes and well sited. The two storey side extension would be visible with the width of the existing ridge extending, however the continuation of the hipped roof design and scale of the increase in width is considered to be modest and not have a harmful impact on the appearance of the property from the front. Other extension works to the side and rear would not be visible from the rear elevation or gardens of nos. 227 and 229.
46. There is substantial screening in the form of trees along the south boundary with nos. 227 + 229 which restricts views of the front elevation from the south. Overall the built form footprint would be no closer to the front south boundary and existing separation distances would be maintained. The hipped roof form of the garage to the front would be retained, maintaining the separation to the south boundary line at first floor level. The dormer above the garage would face to the east at a 45 degree angle relative to the rear of nos. 227 + 229 and would maintain privacy.
47. It should be noted that in the previous appeal decision, the inspector concluded no harm to the adjacent listed buildings and the front garage extension with the present application is now improved on this previous design given the changes to the design.
48. Taking into account the above, the proposal is considered to comply with relevant policies of the CAMP, SPD4 and the NPPF in relation to heritage. The proposal is considered to preserve and not harm the special character of the surrounding South Hale Conservation Area and setting of adjacent Grade II listed buildings.

DESIGN AND APPEARANCE

49. Policy L7: Design from the Core Strategy states that:
50. *L7.1 "In relation to matters of design, development must:*
 - *Be appropriate in its context;*
 - *Make best use of opportunities to improve the character and quality of an area;*
 - *Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment*

51. The extension works are considered to be proportionate in relation to the scale of the existing property and would provide a high quality appearance. Proposed elevation treatment is appropriate, taking into account the materials on the existing property, however further materials details are required through a discharge of condition application.
52. The extended property is considered to sit comfortably within the plot with sufficient distance provided to site boundaries. The scale would be reflective of surrounding properties within the area. The use of flat roofs for some elements of the extensions would be discreetly sited and are not considered to harm the design of the existing property.
53. In summary the proposal would be appropriate in its context, appropriately addressing scale form, massing and elevation treatment. The design and appearance of the proposal is considered to comply with Policy L7 Design and SPD4.

RESIDENTIAL AMENITY

54. This section considers the potential amenity impact of the proposal upon adjacent residential properties. Comments received from neighbouring properties regarding loss of privacy and overlooking from the proposal are acknowledged.
55. *Policy L7; Design also states that: "In relation to matters of amenity protection, development must:*
 - *Be compatible with the surrounding area; and*
 - *Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way".*

Impact upon no. 231A Hale Road

56. This is the neighbouring property to the side to the south east. The part single, part two storey side extension is on the opposite side of the site to no. 231A and is not considered to impact upon this property. The two storey rear extension would be sited a minimum 21m in from the east boundary line and is considered to be of an appropriate design with no overbearing impact or visual intrusion caused for the rear garden of this property. New side facing windows at first floor level would be sited well in from the east boundary to avoid any noticeable loss of privacy.

Impact upon no. 227 + 229 Hale Road

57. These are the neighbouring properties to the front to the south west.

58. The front garage extensions are considered appropriate in design and appearance and would not result in overbearing impact or visual intrusion for the rear elevations / gardens of these properties.
59. The side and rear extension works due to their siting would not be seen from these properties.

Impact upon nos. 2, 4, 6, 8, 10, 12, 14 Grange Avenue

60. These are the neighbouring properties to the side to the north west. Objections have been received from the majority of these properties generally in relation to visual impact of the extensions, loss of privacy and detrimental impact to the character of the area.
61. The built form would be brought closer to the north west site boundary with the rear gardens of these properties. However a 40m increasing to 45m facing distance would be provided to the rear elevations of these properties which is sufficient separation.
62. Alongside the siting of the extensions 2m (ground floor) increasing to 5.30m (first floor) in from the boundary line, the proposal is considered to avoid an overbearing impact or unreasonable visual intrusion caused for the rear elevations or gardens of these properties. The side elevation would be broken up by window openings and there would be a varied roof scape with a drop in ridge height towards the front gable and side garage extension. There is substantial boundary screening present, the majority of which would remain. Two side facing first floor windows are proposed, however a condition would require that these be fixed shut and obscured glazed up to 1.7m above finished floor level to avoid overlooking towards rear gardens of properties on Grange Avenue.
63. A rear Juliet balcony is proposed, however this allows for very little lateral overlooking in comparison to an open sided balcony with outdoor standing area. The Juliet balcony is not considered to result in any significant overlooking, the predominant view of the Juliet balcony would be to the north where a minimum 17m facing distance would be provided to the north site boundary, where there is also substantial hedges and trees present. This would avoid overlooking towards the rear garden and elevation of no. 20.

TREES

64. The tree survey has identified that two trees would be removed to enable construction of the proposed development. These are H2 (Pyracantha Hedge on the south east boundary) and T17 (Wild Cherry on the north west boundary), both Category C. Their removal is considered acceptable in principle, as confirmed by the Council's Tree Officer.

65. A tree protection measures / mitigation plan has been submitted in order to avoid damage to roots and trunks of trees being retained on site. A condition is also requested to ensure that all trees identified as being retained are suitably protected prior to commencement of development.
66. As such the proposal is considered to comply with Policy R2 in regard to protecting the natural environment in terms of trees.

LANDSCAPING

67. Indicative landscaping details are shown on the proposed site plan, however it is considered that further hard and soft landscaping details are required through a discharge of condition application.

HIGHWAYS, ACCESS AND CAR PARKING

68. The proposal would increase the number of bedrooms within the property, from 5no. to 6no. There would be the loss of 1no. internal garage parking space, however there would still be sufficient parking space on the driveway and within the remaining single internal garage for at least 3no. vehicles in accordance with the standards within SPD3 for this location. The existing access point would remain the same.

DEVELOPER CONTRIBUTIONS

69. The proposal would create approximately 148sqm of additional internal residential floor space which at more than 100sqm may be subject to the Community Infrastructure Levy (CIL). The site is located in the 'hot zone' for residential development, consequently private market houses may be liable to a CIL charge rate of £80 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014). The application will be assessed accordingly by the Council's CIL team.

PLANNING BALANCE AND CONCLUSION

70. It is considered that following the previous refusal and subsequent appeal dismissal that the design and massing of the proposed development has been appropriately amended to appear proportionate to existing property and plot, in scale and design. The proposal is considered to respect its setting and would preserve and not cause any harm to the special character, appearance and significance of the South Hale Conservation Area, alongside the setting of the adjacent Grade II listed buildings to the front on Hale Road. As such, the proposed development would comply with the heritage policies of the NPPF and Policies L7 and R1.

71. All other detailed matters have been assessed, including design and visual amenity, residential amenity, parking and trees. The proposal has been found to be acceptable in these regards and where appropriate planning conditions have been used. The proposal complies with the development plan and guidance in the NPPF in relation to these matters. In terms of paragraph 11 d) ii), it is considered that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of granting permission. It is therefore recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION:

GRANT subject to the following conditions:

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 872 PL01 Revision B; 872 PL03 Revision E.1 and 872 PL04 Revision E.1 (as received 12th October 2020)

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

3. Notwithstanding any description of materials in the application no works involving the use of any materials listed below shall take place until samples and / or full specification of materials to be used externally on the buildings [brick, windows / doors, roof tiles, rainwater goods, fascia / soffits, dormers, side / rear extension flat roofs, juliet balcony railing] have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 [and R1 for historic environment] of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. All window and door openings shall be constructed with minimum 90mm deep external reveals.

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

5. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.
(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

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

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

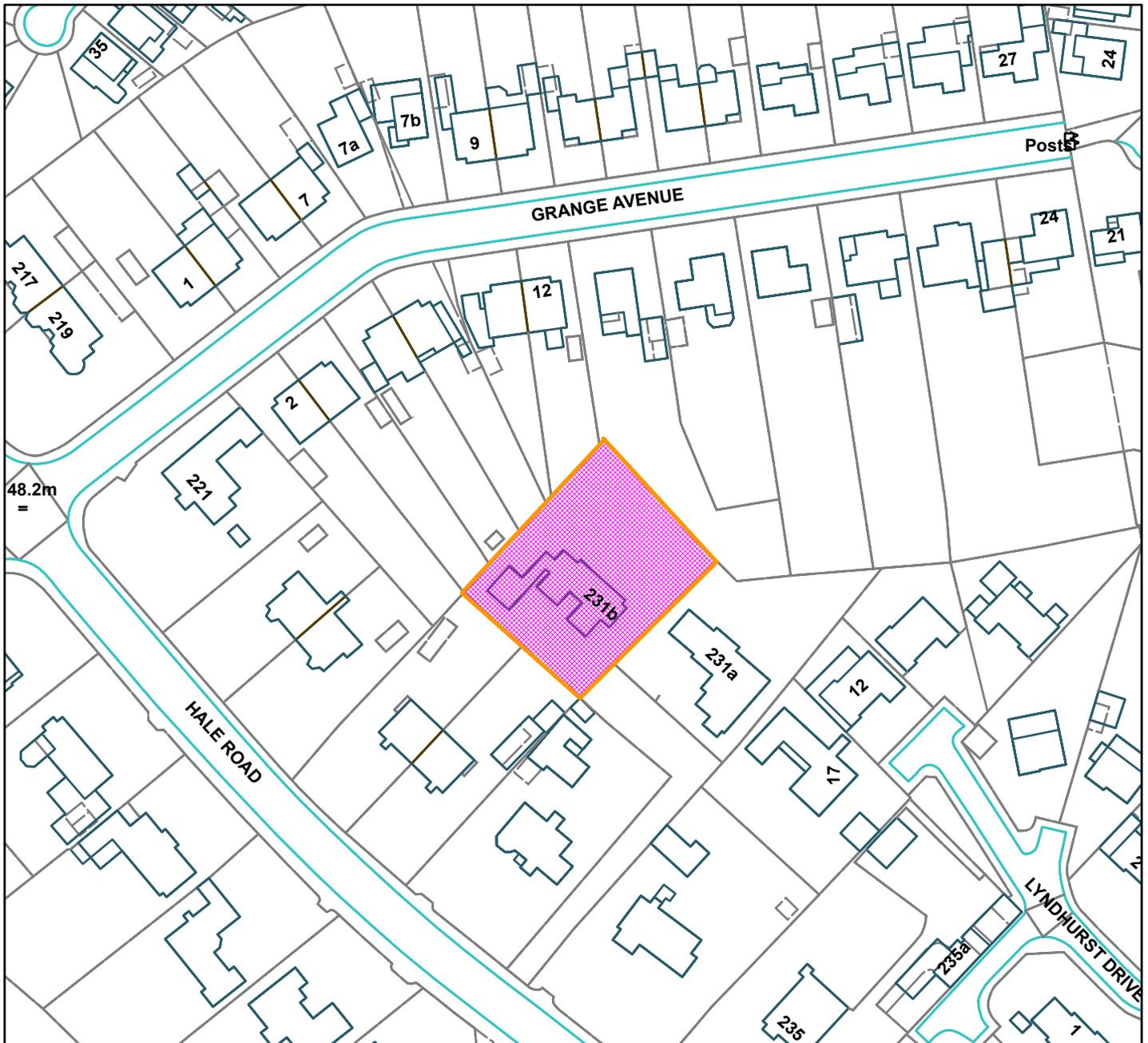
8. No trees, shrubs, or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without the previous written consent of the Local Planning Authority; any trees, shrubs or hedges removed without such consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and having regard to Policies L7, R2 and R3 [and R1 if Conservation Area) of the Trafford Core Strategy and the National Planning Policy Framework.

GEN



231B Hale Road, Hale, Altrincham (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

WARD: Hale Central

100767/HHA/20

DEPARTURE: No

Remodelling and alterations to the existing dwelling to include: demolition of the existing garages and chimney stack, erection of part single, part two storey front extension and single storey rear extension. New chimney, windows and rear juliet balcony. Increase in basement floor space with front lightwell. Alterations to the roof shape to include an increase in the side roof ridge height and front and rear dormers to accommodate the loft conversion.

Casal, 14 Planetree Road, Hale, WA15 9JN

APPLICANT: Mr & Mrs Tutty

AGENT: ARC Design Services Ltd

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS

The application is reported to the Planning and Development Management Committee due to being called in by Cllrs Mitchell and Mrs. Young due to the design, scale, impact on heritage and local residents.

SITE

The application site comprises a two storey residential property located on the south side of Planetree Road in Hale. The property was constructed during the 1930s and is constructed of brick walls with slate tiled roofs, mostly white upvc framed window openings and timber / upvc framed doors. The property comprises a main square body with hipped roof, and what appears to be a non-original a two storey side extension with dual pitched roof, alongside front double garages.

The site features a front garden, front driveway, rear patio area and rear garden. Following internal water damage the property is currently uninhabited and awaiting refurbishment.

Neighbouring properties are entirely residential and are bordered by well-established evergreen hedges to the sides and rear. To the front boundary are several trees and a timber fence. In comparison to neighbours, the property is sited at an angle in the plot, facing south east.

The site is located within the Character Zone B of the South Hale Conservation Area. It is adjacent to and visible from Grade II listed buildings to the rear, namely nos. 119 and 121 Park Road, both Edgar Wood properties dating from the early 20th century.

PROPOSAL

This application seeks planning permission for the remodelling of the existing property with extensions and alterations to the form and appearance. The proposal comprises the demolition of the existing garages and chimney stack, erection of part single, part two storey front extension and single storey rear extension, with alterations to the roof shape to include an increase in the side roof ridge height and front and two rear dormers and a rooflight to accommodate the loft conversion. In addition the proposal would provide a new chimney, new windows and rear Juliet balcony along with an increase in basement floor space with front lightwell.

Specifically the front extensions would infill the space between the existing front garages and main body of the property, with a new front gable end and integrated double garage. The roof for the existing two storey side extension would be raised in height, but still set down from the main body of the existing property and would incorporate a new second floor level with a single front dormer and two rear dormers. There would also be a single rooflight to the front and rear.

The single storey rear extension would feature a flat roof with roof lanterns and edge cornice / fascia detailing. The rear eaves height of the existing property at first floor level would be increased to the centre and lowered to the left.

Windows across the entire property would be replaced and some window openings enlarged, with new black aluminium frames. The extensions would be constructed of brick walls and slate tiled roofs to match the existing property. Several trees would be removed at the front of the site alongside a section of hedge on the north east boundary.

The total additional internal floor space is approximately 158sqm.

Value Added:

At the request of the Council, amended plans were submitted to reduce the scale of the front / side extension in terms of roof height and front gable size, alter positioning and remove a rear dormer, reduce the size of a rear window / Juliet balcony size and show a new chimney. 3D visual plans were submitted in order to assess the design and provide a more accurate representation, as the property sits at an angle within the plot.

The description of development was amended during the course of the application in order to more accurately reflect the proposed works.

Neighbours were re-consulted on both of the above.

Councillor Mitchell called the application in to planning committee on the 10th July, in the event that officers were minded to approve. Upon receipt of amended plans, the call in request remained by Cllr Mitchell, followed by a further call in request by Cllr Mrs.

Young on the 17th August.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Parking

L7 – Design

R1 – Historic Environment

R2 – Natural Environment

OTHER LOCAL POLICY DOCUMENTS

SPD3 – Parking and Design

SPD4 – A Guide for Designing House Extensions and Alterations

South Hale Conservation Area Appraisal (2017)

South Hale Conservation Area Management Plan (CAMP) (2017)

PROPOSALS MAP NOTATION

South Hale Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on the 19th February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

MHCLG published the National Planning Practice Guidance on the 6th March 2014, and is updated regularly. The NPPG will be referred to as appropriate in the report.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

99558/HHA/19: Remodelling and alterations to the existing dwelling to include: demolition of the existing garages and chimney stack, erection of a two storey front, front porch, single storey rear and a two storey rear extension. Increase in basement floor space with front and rear lightwells. Alterations to the roof shape to include an increase in the ridge height and front and rear dormers to accommodate the loft conversion.

Application withdrawn 5th February 2020

85136/HHA/15: Erection of two storey front extension

Approved with conditions 12th May 2015

84160/HHA/14 Erection of two storey front extension

Refused 11th February 2015

H/61524

Conversion of integral garage to living accommodation, erection of garage to front elevation

Refused 4th April 2005

H/60151

Conversion of integral garage to living accommodation, erection of garage to front elevation

Refused on 5th October 2004

Appeal allowed 13th April 2005

APPLICANT'S SUBMISSION

Location Plan

Application Form

Existing and Proposed Site Plan + Street Scene

Existing and Proposed Floor Plans / Elevations

Planning, Heritage, Design + Access Statement

Bat Survey including Emergence Survey

Arboricultural Impact Assessment

CIL Form

3D Visuals

CONSULTATIONS

Tree Officer

None of the existing trees on the site are protected under area A1 of TPO072. However they are all growing within South Hale Conservation Area.

No objection providing the recommendations within submitted Arboricultural Report are followed and the tree protection measures detailed on the submitted Tree Protection Plan, No. TPP.13059 are in place prior to works starting on site.

Greater Manchester Ecology Unit

No objection subject to the precautionary mitigation measures outlined in paragraphs 6.4 being followed at all times during the development, including careful hand removal of features identified with bat roost potential. If bats are found or suspected of being present at any time during works, work should cease immediately and advice sought from a suitably qualified bat worker.

Heritage Officer

I confirm there will be no harm to the significance of 119 Park Road, Grade II listed. Whilst the proposals result in the substantial extension of 14 Planetree Road, it will still be possible to view the Grade II listed building from Planetree Road and appreciate its significance. The existing mature landscaping and ancillary building within the boundary of 119 Park Road prevents any views out of the garden.

I still do have some concerns regarding the impact of the dormers and roof extensions to create 2nd floor accommodation. This does result in the appearance of a three storey property out of character with Planetree Road and will impact to a negligible degree on views from the terrace of 121 Park Road. In order to reduce this harm to neutral it is requested that the number of dormers are reduced and any remaining dormers are undertaken using high quality materials such as lead, slate & timber fenestration. It does appear the floor plan could be revised to reduce the dormers. Subject to these changes I confirm there will be no harm to the setting of 121 Park Road, Grade II listed.

The increase in built form will, in my view, overdevelop this dwelling and the contribution it makes to South Hale Conservation Area. Whilst the existing extension is a poor addition, this should not be taken as an excuse for making matters worse [SPD 5.21; para 1.4.3]. Due to the informal siting of the existing property to Planetree Road, the hipped roof and external chimney are prominent features which contribute to the character of the Conservation Area. Extending the side elevation in line with the principal elevation will result in the loss of these features and the original dwelling will no longer be discernible. The submitted streetview does not sufficiently demonstrate the impact of the proposed development nor the views of the house when travelling along Planetree Road and across the garden of the neighbouring dwelling. The addition of a

half-timbered gable also results in a competing element to the original asymmetrical composition as does the addition of the dormer to the front elevations.

I consider the proposed development will cause minor harm less, classed as less than substantial in accordance with the NPPF and should therefore should be weighed against the public benefits.

REPRESENTATIONS

The application was advertised through consultation letters sent to immediate neighbours and through a site notice. Representations in the form of objections were received from nos. 119 and 121 Park Road and nos. 12a and 16 Planetree Road: In summary the following comments were made to both the original plans and the amended scheme:

- *Overlooking and loss of privacy from rear dormer windows and Juliet balcony*
- *Overdevelopment of plot*
- *Dormer windows out of keeping with character of conservation area*
- *Velux windows should be provided instead*
- *Juliet balcony out of keeping with conservation area*
- *Proposal is rebuilding rather than remodelling*
- *Adverse impact upon setting and privacy of adjacent listed buildings*
- *3D visuals unrepresentative of views in reality*

Edgar Wood Society

The Edgar Woods Society provided a detailed response to the application, objecting to the proposal and stating it would cause substantial harm to the application property, Conservation Area and setting of the listed Buildings. In summary:

-Proposals are considered to harm the design, form and character of 14 Planetree Road and conservation area in general.

-Extensions would cause overdevelopment of the site

-Harm to setting of adjacent grade II listed houses The Shiel and The Hollies from rear roof alterations / extensions.

Cllrs Mitchell and Mrs Young

Two local ward Cllrs have called-in the application and written in objecting to the proposal and supporting local residents. A summary of their comments is set out below:

- *Dormer windows and second floor excessive in height and breadth*
- *Juliet balcony is intrusive with overlooking*
- *Plot already fully developed*
- *Visual impact on street scene*

- Proximity to east boundary line
- Impact upon adjacent listed buildings
- Dramatically different style and destructive impact on area

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for extension and alterations works to an existing residential property, within a residential area which are generally considered acceptable in principle. However this is subject to addressing the key issues for consideration in the application which are the impact upon the heritage assets: namely the conservation area and adjacent listed buildings, design and appearance of the development, impact on residential amenity, impact upon trees, ecology and parking provision.

HERITAGE IMPACT

2. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, *“special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area”* in the determination of planning applications.
3. The NPPF is a material consideration in planning decisions, and as the Government’s expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. Paragraph 11 d) of the NPPF indicates that where there are no relevant development plan policies or the policies which are most important for determining the application are out of date planning permission should be granted unless: i) *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
5. Policies relating to heritage are considered to be most important for determining this application when considering the application against NPPF Paragraph 11, as they control the principle of the development. The reason Paragraph 11 d) above is relevant is that Policy R1 of Trafford Council’s Core Strategy, relating to the historic environment, has been found to not reflect case law or the tests of

‘substantial’ and ‘less than substantial harm’ in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out of date. The application will be assessed primarily against the policies of the NPPF instead in Chapter 16.

6. The application site is situated within the South Hale Conservation Area and the proposal is to be considered against the appraisal and policies of the South Hale Conservation Area Appraisal (CAA) and the South Hale Conservation Area Management Plan (CAMP).
7. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises that *“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*
8. 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 and the more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (NPPF paragraph 193).
9. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (NPPF paragraph 194).
10. Where a development would 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 (NPPF paragraph 196).
11. Policy R1 states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to Conservation Areas, listed buildings and other identified heritage assets.

Significance of the Heritage Assets – Conservation Area

12. The Conservation Area Appraisal and CAMP for South Hale were adopted on 27th March 2017. The special character of the Conservation Area derives from elements including:
- *Many fine individual residences built in the area, in a variety of architectural styles and from a variety of periods including Victorian, Edwardian and modern.*
 - *A high level of architectural integrity and detail.*
 - *Houses are set in spacious plots, with gardens characterised by a variety of mature trees and shrubs.*
 - *Tree lined streets*
 - *The area is characterised by low garden walls, with hedges of various species above and trees along the boundary or hedgerows of holly or box.*
 - *The special interest of the Conservation Area is enhanced by the cumulative effect created by its spaciousness, the mature landscaping and the compatibility of natural and man-made features.*
13. The applicant property is believed to have been constructed during the 1930s. It is located within Character Zone B of the conservation area which is purely residential in nature, predominantly Edwardian in date, with fewer examples of Victorian, inter-war and modern properties. Many of the properties are set back from the street line and are shielded by high boundary treatments and mature planting to the fronts of plots. No. 12a adjacent was constructed in the mid 1990's through application H37913 and originally formed part of the garden of the applicant property.
14. The application property is not classified as a positive contributor towards the character of the conservation area. The property as it currently stands is considered to somewhat detract from the conservation area. This is due to its orientation on the plot and a disjointed frontage between the side extension and original part of the property and the front garages.
15. The following policies from the CAMP are considered to be most relevant.

Policy 10

16. *Replacement of doors or windows should be in timber. Other materials such as aluminium may be permitted only if it can be demonstrated that a design can be found which matches the form of the original window design for that particular property or is of an appropriate door design to match the historic style of that particular property, and the replacement represents a significant improvement over the existing windows and doors. Where windows are replaced, they should respect the size and form of the original opening(s) and glazing bars, and be of an appropriate traditional design. Replacement doors and windows should not detract from the established character of the building.*

Policy 11

17. *Garage doors should be of timber and side-hung.*

Policy 13

18. *Preferred roof materials should be slate (Welsh or Westmorland) or clay tiles, as appropriate to the building's context. Other natural materials maybe acceptable subject to size, colour and patina.*

Policy 14

19. *Established architectural detailing and features should not be removed or replaced, unless on a like-for-like basis.*

Policy 39

20. *Any new development should take inspiration from the established architectural styles within the Conservation Area. Appropriate features, materials and detailing are to be integrated into the design (see 2.2 of this Management Plan and the extended discussion in the accompanying Appraisal). Modern design is not prohibited within the Conservation Area but should be sympathetic to its historic context; have regard to appropriate siting, of a high standard; of an appropriate scale and proportions; and use appropriate, high-quality materials.*

Policy 40

21. *Extensions, to an existing building, should have regard to its established style by respecting the building's established features, form, proportions and materials.*

Policy 41

22. *Any new or altered driveways should normally be curved rather than straight in order to minimise direct views into the site and to ensure that the character of glimpsed views of buildings is retained. For drives and hardsurfaced areas, porous surface materials that complement the character of the area will be required.*

Policy 46

23. *Any development concerning the basement of a property should be sensitively designed so that it does not detract from the established architecture of the building and the balance of its exterior is not significantly altered (with the addition of light wells or large, semi-sunken basement extensions, for example).*
24. Section 2.8.3 of the CAMP defines harmful development (where relevant) as:
- *Where buildings are set further forwards in their plot such development will not be permitted. Buildings within a larger plot and/or set further back from their front boundaries will have greater flexibility but still need to respect a sympathetic balance of hard surface area to garden.*
 - *Front extensions which will make the building more prominent from the road where there are presently glimpsed or partial views. Where there is a unified front building line across a collection of buildings, front extensions would not normally be appropriate, including porches or verandas where there were none originally.*

- *Side and/or rear extension which will significantly reduce the intervening space between the existing building and plot boundary.*
- *The increase of roof heights which is not in keeping with the building's wider context.*
- *Alteration, re-building or new development which is stylistically inappropriate and/or comprises an inappropriate palette of materials (as set out in section 2.2-2.4).*
- *Basement development work which will significantly alter the proportions of a building's exterior or which impacts on a significant elevation (with the additional of light wells or semi-sunken extensions, for example).*

Significance of the Heritage Assets – Listed Buildings

25. Adjacent listed buildings to the site are no. 119 Park Road (The Hollies) and no. 121 Park Road (The Shiel) which are located immediately to the rear.
26. The value of no. 119 and 121 derives from their construction as early modern dwellings at the turn of the 20th century, being part of a group of speculative properties along Park Road, with a high quality design and set in spacious plots by renowned English architect Edgar Wood.
27. No. 119 is provided within the following list description by Historic England:
28. *House. 1902. Edgar Wood. Brick with clay tile roof. Large asymmetrical detached house with 2 storeys plus attic. 3 bays with projecting gabled wing in bay 1 which has a 5- light mullion and transom bow window on ground floor and a projecting verge on timber brackets. Gabled porch in bay 2 with recessed off-centre semi-circular headed doorway. Windows are generally of 2 to 5 lights with timber mullions, some transoms, and leaded lights. Roof has 1 ridge stack and 1 gable stack and crested ridge tiles. 2-storey canted bay window to left elevation. Interior not inspected. Built speculatively as part of the Richardson Estate.*
29. No. 121 is provided within the following list description by Historic England:
30. *House. 1906. Edgar Wood. Brick with stone slate roof. Large detached asymmetrical house with 2 storeys. 3 bays, the central one projecting and having an off-centre door with dentilled architrave surround and flat hood; 5-light mullioned window above and coped gable with coped kneelers. Bays 1 and 3 have mullion and transom windows to ground floor and mullioned to first. All windows have leaded lights. Steeply pitched roof with 2 ridge stacks. The right gable has an inglenook chimney stack with curved canted sides and fire windows, as well as a small C20 extension. The left elevation has a 2-storey canted bay window. The attached garage (formerly coachhouse) is in the same style although may be of a*

slightly later date. Panelled stair, decorative plaster ceilings downstairs and cross-barrel- vaulted hall. 3 barrel-vaulted bedroom ceilings (one of which is c1980). Some good fittings, light switches etc. Built speculatively as part of the Richardson Estate.

Assessment

31. The proposed design within the current application has been the outcome of extended discussions between the applicant and the Council, following from the previously withdrawn application 99558/HHA/19, a subsequent pre app enquiry and the plans that were originally submitted for this current application.

Front, side and roof extensions

32. These would alter the existing two storey side element of the property and front elevation by raising the roof height and extending forwards at two storey, with a hipped roof replacing the existing side gable.
33. Whilst a larger front / side extension was approved through application 85136/HHA/15, this is given limited weight as this permission has now lapsed, having not been implemented with the 3 year timescale, this was also approved prior to the adoption of the current CAMP in 2017, which sets higher quality design standards. Regardless the current design is considered to represent a significant improvement over application 85136/HHA/15 in terms of overall form and a character sympathetic to the original property, providing the existing property with greater architectural integrity.
34. At ground floor the garage wall would be brought in by 0.80m from the north east site boundary with no. 16 Planetree Road, which would increase the separation with the side boundary line, to be more in keeping with the character of the area. The two storey side wall would follow the existing side building line of the property, with only the chimney projecting beyond this. Whilst the extension would increase the massing to the front of the property it is considered that the change in roof design from a gable to a hipped roof allows for the extension to integrate better with the existing property. The slate roofs for the extensions would correspond with the existing roof on the property and complies with Policy 13 of the CAMP.
35. The current two storey side element is considered to appear somewhat disjointed and mismatched with the main square body of the property. Contrary to the consultation response from the Council's Conservation Officer and the Edgar Wood Society, the proposed extensions are considered to better integrate the two sections of the property and provide a more coherent design. The street scene

plan shows that the property would continue to be lower in overall height than neighbouring properties either side. Whilst the side extension roof would be higher than it is currently it would be suitably set down from the main roof ridge of the original part of the property by 0.50m and the existing overall ridge height does not increase. The change in roof height is considered to break up the roof form and allows the side extension to appear complementary and proportionate to the original part of the property. Importantly the use of a hipped rather than gable roof also reduces the impression of width within the plot and ensures that views towards no. 119 Park Road are maintained, if not improved.

36. The impression would still be of a two storey frontage, in keeping with neighbouring properties. The property is not classed as a specific positive contributor and in this regard it is not considered necessary to fully retain its original form or legibility of the original form. It is considered that by extending and altering the form and appearance of the property it could provide a greater contribution to the conservation area, specifically the Planetree Road streetscene through improved architectural detailing.
37. The front elevation of the side extension at first floor would be set back from the front elevation of the main body of the property, providing relief in the frontage. At first floor a minimum 12m between the front elevation and back of the pavement would be provided. This is similar to no. 16 (13.50m) to back edge of pavement and no. 12 (11m). The new front gable end would match the front gable on the original part of the property, with a mock Tudor design, meeting policies 39 and 40 in this regard. It would be slightly narrower than the existing front gable, again helping the side extension to appear complementary and subservient but coherent to the main original part of the property. The materials for the existing extension and garages are not considered to be of a quality that we would currently support and therefore the exact materials to be used would be a condition of the consent to ensure high quality finish.
38. The front garages would be integrated to the main house and the door design with upper square window sections and traditional design would represent a significant improvement over the existing metal garage doors, complying with the aims of Policy 11. The garages would be better incorporated within the remainder of the property, compared to the existing garages which protrude and are very prominent.
39. The proposed front basement lightwell would be minor in scale and would not be noticeable within the context of the wider property frontage or from the road, considered to comply with the aims of Policy 46 in this regard.

Rear extension

40. The single storey rear extension would project a suitable distance and would retain sufficient garden space so as not to cause overdevelopment of the site. The flat

roof would be set down from the first floor window level and the dimensions of this extension appear proportionate and complementary to the main body of the property. The roof lanterns would break up the flat roof and the fascia cornice detailing around the edge would both provide architectural detail and a high quality appearance.

41. The proposed plot footprint of 24% at an increase from the current 19% is not considered to be excessive and is reflective of other neighbouring properties on Planetree Road e.g. nos. 12 and 12a on the south side and no. 17 on the north side.

Other external alterations

42. The central rear wall would be raised slightly at first floor level above the existing eaves height, with the roof to the left side lowered to the top of the first floor windows. This would split up the rear of the property into defined sections with a central raised element and two lower side roofs extending over the eaves. This serves to provide relief and detail which is considered an improvement upon the existing rear elevation, which provides little character.
43. The existing front chimney would be removed, however this would be replaced with a new chimney on the east side of the property, which would compensate for its loss and complement the existing chimneys on the west side of the property, complying with Policy 14 in this regard and contributing towards a traditional appearance.
44. Along with the change in massing to the roof it proposed to provide one front dormer, two rear dormers and a rooflight on both the front and rear roofslopes. The rooflights would be of a small size and of a conservation style with central glazing bar and are considered acceptable.
45. The roof dormers to the front and rear would be of a modest scale with a pitched roof, with all positioned sufficiently set down from the roof ridge level and up from the eaves. They would sit comfortably within the roof space and provide a well-balanced appearance. There is no policy restricting the construction of dormers within the conservation area, subject to them being of a suitable design and appearance. There is an Edgar Wood property to the south west, no. 117 which does feature 2no. rear facing dormers. Neighbours at no. 15 and 17 on the north side of Planetree Road also each feature a rear dormer. Through discussions an additional third dormer was removed from the rear roofslope to reduce the visual prominence of the changes to the roof.
46. The Juliet balcony would incorporate a traditional metal railing design with a corbelled support providing good architectural detail and is considered acceptable in this regard.

47. The size, shape and positioning of new window openings are each considered appropriate. Brick headers would be provided for most of the windows providing a good level of detail. The black aluminium frames with lead effect glazing bars are considered to represent an improvement over the appearance of the existing upvc window frames and complies with the aims of Policy 10 of the CAMP in this regard. Dark framed windows are present on the neighbours at no. 16 and 17, which are of a satisfactory design representing a mock Tudor design.
48. There would also be an opportunity for improvement by providing deeper reveals to openings than the existing fairly flush openings, which is more reflective of older properties and the conservation area in general. Whilst windows details have been provided on the "Sapa Dualframe Si Window Examples & Cross Section Detail" document, specification details for the remaining materials are required through a discharge of condition application.
49. Whilst the extensions to the property would increase the massing ratio of built form within the plot, it is considered that proposal has been sensitively designed and provides a property of increased prominence, but also of increased design quality and architectural integrity. For this reason, whilst the proposal is considered to cause less than substantial harm to the significance of south Hale Conservation Area, this is considered to be at the lower end of less than substantial harm, which is considered to be outweighed by the public benefits arising from visual improvements to the property and contribution it makes to the streetscene and retaining the property in a viable use as a single family home.

Impact upon adjacent listed buildings nos. 119 and 121 Park Road

50. The appearance of the application property from the rear would be mainly altered by the single storey rear extension, the slight raised central eaves height, the raised roof height for the side extension, balcony railing and the two new dormer windows.
51. The proposed alteration and extension works are considered to reflect various architectural features within the conservation area and would incorporate a high level of architectural detail and quality. The built form would be brought closer to the rear boundary by the single storey rear extension; however a minimum 16m facing distance would still be provided, which is in common with distances from neighbouring properties on Planetree Road to their rear boundaries and within the sites of the listed buildings themselves. Importantly there is also a change in land levels, with Park Road elevated above Planetree Road. In addition the first floor separation would remain the same as existing. The scale of the single storey rear extension would have very limited visual impact from views from the Park Road.
52. The listed buildings are set within larger plots than many of the immediate neighbouring properties on Planetree Road, reflective of their earlier build date and landscaped garden character with space for outbuildings (former coach houses).

The proposed plot footprint of 24% at the applicant property following the extensions is not considered to be excessive and is reflective of other neighbouring properties on Planetree Road e.g. nos. 12 and 12a on the south side and no. 17 on the north side.

53. The proposed two rear dormer windows would be well sited within the roof space and of a small, traditional design, representing a feature that is not uncommon within the local area. They are not considered to appear overly prominent or harm the setting of the side and rear garden / terrace area of no. 121 in particular. It is also considered that no. 119 is adequately screened by substantial hedges / trees on the shared boundary and features outbuildings very close to the boundary line, which severely restrict views of the applicant property from its rear garden / terrace area. It is also noted that following the advice of the conservation officer a third dormer was removed to reduce the visual prominence of the roof extensions.
54. The comments from the Council's Conservation Officer and The Edgar Wood Society regarding visibility of the rear of the property, particularly from no. 121 Park Road are acknowledged. However there is not considered to be harm caused to the setting, due to the minor scale / small number of dormers, large separation distance to the rear garden terrace of no. 121 and greater distances to the elevations of this property, which is discussed further in the residential amenity section of this report.
55. Views of no. 119 Park Road are possible across side garden of no. 16 Planetree Road and across the application site, when standing to the north east on Planetree Road. However it is not considered that these views would be impacted by the proposed extensions or change in roof design and height. The majority of the extension is to the front and not to the side or rear at two storey.
56. Taking into account the above, the proposal is considered to comply with relevant policies of the NPPF and not cause harm to the significance of the setting of adjacent Grade II listed buildings.

DESIGN AND APPEARANCE

57. Policy L7: Design from the Core Strategy states that:
58. *L7.1 "In relation to matters of design, development must:*
 - *Be appropriate in its context;*
 - *Make best use of opportunities to improve the character and quality of an area;*
 - *Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment".*

59. The extension works are considered to be proportionate in relation to the scale of the existing property and would provide a high quality appearance. Proposed elevation treatment is appropriate, however further materials details are required through a discharge of condition application.
60. The extended property is considered to sit comfortably within the plot with sufficient distance provided to site boundaries. The roof form and scale would be reflective of surrounding properties within the area. The proposal represents an opportunity to enhance the street scene and character of the area by providing a property with an improved design and appearance.
61. In summary the proposal would be appropriate in its context, appropriately addressing scale form, massing and elevation treatment. The design and appearance of the proposal complies with Policy L7 Design and SPD4.

RESIDENTIAL AMENITY

62. This section considers the potential amenity impact of the proposal upon adjacent residential properties. Comments received from neighbouring properties regarding loss of privacy and overlooking from the proposal are acknowledged.
63. Policy L7; Design also states that: *“In relation to matters of amenity protection, development must:*
 - *Be compatible with the surrounding area; and*
 - *Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way”.*
64. SPD4 in section 2.15 requires a minimum 21m facing distance between habitable room windows, a 10.50m distance between a ground / first floor window and boundary line and a 13.50m distance between a second floor (dormer window) and boundary line. These figures refer to face on to a boundary – there isn’t a specific guideline to be applied where a property is sited at an angle to the side boundary line and the acceptability of the relationship is a matter of planning judgement.

Impact upon no. 16 Planetree Road

65. This is the neighbouring property to the north east side. The proposed single storey extension to the front would be sited further from the boundary than the garages currently are. Whilst the two storey extension and changes to the roof design and height would increase the massing adjacent to the side boundary given the relationship between the properties this is not considered to be unduly

overbearing. Whilst the window in the side elevation at first floor would be conditioned as fixed shut and obscured glazed up to 1.7m to avoid overlooking.

66. The proposed single storey extension would be fully compliant with SPD4 given the scale of the extension and distance to the boundary. Furthermore the proposed Juliet balcony would be sited a minimum 12m (measured at an acute angle across the rear elevation) from the common boundary and as it would not have a platform out from beyond the rear elevation it is not considered the views from this would be cause any significant or harmful overlooking beyond the existing.
67. Through the application discussion it was requested that the eastern side rear elevation window at first floor level be altered from a quadruple to triple pane, the number of dormers be reduced and moved away from the boundary with no. 16. The easternmost rear dormer window would be sited 5m from the boundary and approximately 18m to the side elevation of no. 16. It is therefore considered the dormers would not be unduly overbearing. However due to the angle of the property relative to the north east boundary the dormer closet to the common boundary, which would serve a bathroom would be conditioned as obscure glazed and fixed shut up to 1.7m to avoid overlooking.
68. The other south westernmost dormer is not considered to cause any adverse overlooking towards the garden of no. 16 due to its siting and minor scale.

Impact upon no. 121 Park Road

69. This is the neighbouring property to the rear to the south east.
70. The proposed rear dormer windows and Juliet balcony would provide a minimum 25m facing distance to the rear garden corner boundary of no. 121, 35m - 40m to its main terrace area, and at least a 50m facing distance to the rear / side elevations.
71. These distances comfortably comply with SPD4 and it is also noted the dormer closest to the boundary would also be obscured glazed. The proposed extensions and change in roof design and height is also not considered to be unduly overbearing given the separation distances and change in levels between Park Road and Planetree Road.

Impact upon no. 119 Park Road

72. This is the neighbouring property directly to the rear to the south. The south westernmost dormer window / Juliet balcony would provide a minimum 20m facing distance to the rear corner garden boundary of no. 119 and at least a 40m facing distance to the rear elevation of no. 119. These distances comfortably comply with SPD4.

73. There are several rear boundary trees and a hedge which provide significant screening with the rear garden of no. 119 and the outbuildings within the rear of this garden also provide further screening to its main rear elevation. In addition, as detail above the proposed extensions and change in roof design and height is not considered to be unduly overbearing given the separation distances and change in levels between Park Road and Planetree Road.

Impact upon no. 12a Planetree Road

74. This is the neighbouring property to the side to the south west. The rear Juliet balcony would be within the same position as the existing rear master bedroom window and would provide a minimum 6m facing distance (measured at an acute angle) to the south west boundary. Due to the siting of the property, it would be orientated facing away from the south west boundary. The large south west boundary hedge would also provide some screening. A Juliet balcony allows for little lateral overlooking in comparison to an open sided balcony where it is possible to stand outside in the open.
75. Whilst the objections from neighbouring properties are acknowledged, taking the above into account the above, it is considered that the proposed rear dormer windows and Juliet balcony would not result in an unreasonable or significant level of overlooking towards the rear gardens / elevations of neighbouring properties.

TREES

76. The tree survey has identified that several trees would be removed to enable construction of the proposed development. These are H2 (section), T14, T15, T16 and S17 (all Category C) to the front and east side. Their removal is considered acceptable in principle, as confirmed by the Council's Tree Officer.
77. A tree protection plan has been submitted in order to avoid damage to roots and trunks of trees being retained on site. A condition is requested to ensure that all trees identified as being retained are suitably protected prior to commencement of development.
78. As such the proposal is considered to comply with Policy R2 in regard to protecting the natural environment in terms of trees.

ECOLOGY

79. As the proposal involves major roof alterations to the property, a bat roost assessment and emergence survey has been undertaken, in order to confirm the presence or likely absence of roosting bats (a protected species). The results from the survey show that no bats were observed emerging from or re-entering the structure, there is confidence that a bat maternity roost is not present within the

building and the proposed development is considered to have negligible effect on the surrounding habitat for bats. It is recommended that care be taken during the construction/demolition phase of the project and this would be an informative on the planning permission.

80. As such the proposal is considered to comply with Policy R2 in regard to protecting the natural environment in terms of biodiversity.

LANDSCAPING

81. Indicative landscaping details are shown on the proposed site plan, however it is considered that further hard and soft landscaping details are required through a discharge of condition application.

HIGHWAYS, ACCESS AND CAR PARKING

82. The proposal would increase the number of bedrooms within the property, however there would still be sufficient parking space on the driveway and within the internal garages for at least 3no. vehicles in accordance with SPD3 for this location. The existing access point would remain the same.

DEVELOPER CONTRIBUTIONS

83. The proposal would create 156sqm of additional floor space which at more than 100sqm would be subject to the Community Infrastructure Levy (CIL). The site is located in the 'hot zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

PLANNING BALANCE AND CONCLUSION

1. Officers in assessing the proposal have given great weight to impact the proposal would have on the character and significance of the South Hale Conservation Area and the adjacent Grade II listed buildings. It is recognised that the proposal would alter the form and appearance of the existing property, however given the scale and siting of the extensions and alterations and relationship to the adjacent Grade II Listed Buildings, it is not considered that the proposal would harm the setting or significance of the Listed Buildings. It is accepted that given the increase in massing the proposal would result in less than substantial harm to the South Hale Conservation Area. However this harm is considered to be at the lower end, which would be outweighed by the public benefits arising from visual improvements to the property and contribution it makes to the streetscene. As such, the proposed development would comply with the heritage policies of the NPPF. In terms of paragraph 11 d) i), there would therefore be no clear reason for refusal of permission. The proposal therefore needs to be considered in relation to the test in paragraph 11 d) ii).

2. All other detailed matters have been assessed, including design and visual amenity, residential amenity and parking and highway safety impacts. The proposal has been found to be acceptable with, where appropriate, specific mitigation secured by planning condition, and the proposal complies with the development plan and guidance in the NPPF in relation to these matters. In terms of paragraph 11 d) ii), it is considered that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of granting permission. It is therefore recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION:

GRANT subject to the following conditions:

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: PL-02 L and PL-03 L (as received 19.11.2020)

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

3. Notwithstanding any description of materials in the application no works involving the use of any materials listed below shall take place until samples and / or full specification of materials to be used externally on the buildings [brick, windows / doors, roof tiles, rainwater goods, fascia / soffits, dormers, rear extension flat roof, juliet balcony railing] have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 [and R1 for historic environment] of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. All window and door openings shall be constructed with minimum 90mm deep external reveals.

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

5. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.
(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation all windows in the first floor on the east elevation facing no. 16 Planetree Road and the east side dormer closet to the boundary with Planetree Road shall be fitted with, up to a height of 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

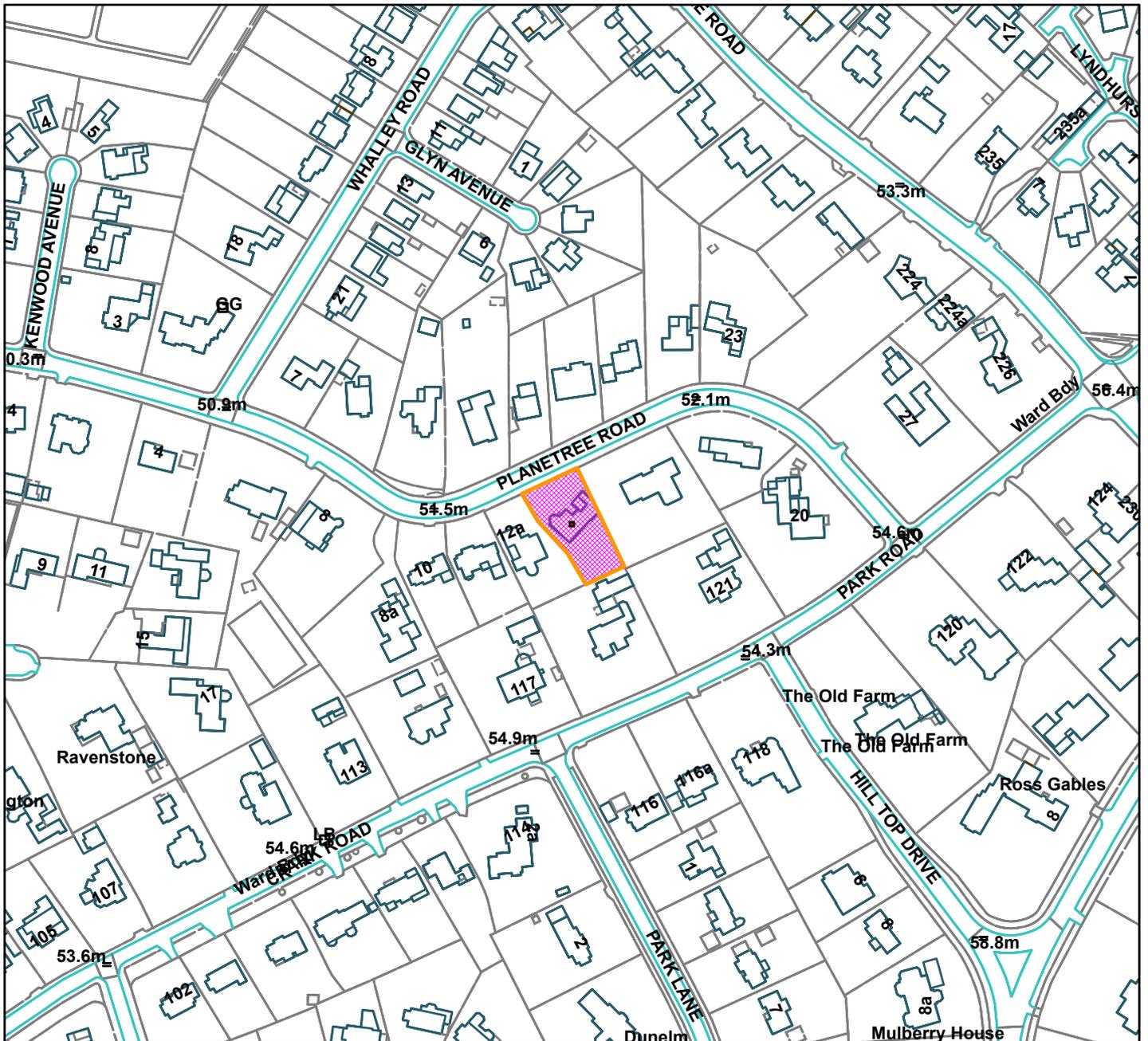
8. No trees, shrubs, or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without the previous written consent of the Local Planning Authority; any trees, shrubs or hedges removed without such consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and having regard to Policies L7, R2 and R3 [and R1 if Conservation Area) of the Trafford Core Strategy and the National Planning Policy Framework.

GEN



Casal, 14 Planetree Road, Hale (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 10/12/20
Date	02/11/2020
MSA Number	100023172 (2012)

WARD: Urmston

100987/FUL/20

DEPARTURE: NO

Conversion of the existing dwelling into a pair of semidetached dwellinghouses following the erection of a first floor side and a part single/part three storey rear extension with associated boundary fencing/gates and other external alterations and landscaping.

Chesham House, 101 Church Road, Urmston, Manchester, M41 9FJ

APPLICANT: Mrs Patricia Coogan

AGENT: Matz Architecture

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee due to receiving more than 6 representations contrary to officer recommendation.

SITE

Chesham House is a substantial, suburban villa, constructed of red brick and blue welsh slate in the late 1890s/early 1900s. It has a large two storey canted bay which contributes to an asymmetrical design. There are two vehicular accesses to the site taken from Church Road. The front of the property is primarily occupied by a driveway with a large garden to the rear. The area is primarily residential in nature with a day nursery to the east.

The property is one of a number of large, good quality, detached properties along the south side of Church Road. It is considered to be a non-designated heritage asset.

PROPOSAL

Planning permission is sought for the subdivision of the application property from a single property in C1 use as a bed and breakfast into a pair of semi-detached dwellings. Consent is also sought for the erection of a first floor side extension and a part single/part three storey rear extension.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

- **The Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes

the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

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

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and was last updated on 1st October 2019. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

Previous Planning Applications

101835/DEM/20- Demolition of a detached three storey building and a small single storey brick outbuilding. (Consultation under Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015. Prior Approval Refused – 05.10.2020

100977/FUL/20- Demolition of existing house and construction of a replacement pair of semi-detached properties with associated landscaping. Refused – 23.09.2020

99782/FUL/20- Demolition of existing house and construction of a replacement pair of semi-detached properties with associated landscaping and 1.8m high timber gates and fence. Application Withdrawn- 01.04.2020

Article 4 Direction

An immediate Article 4 direction was made on 29th September 2020 following approval for this course of action being given at the September Planning and Development Management Committee. This had the effect of removing permitted development rights for demolition at the application site. The immediate direction can remain in force until 29th March 2021 however the publication required to make the direction permanent has been undertaken with no responses received at the time of this report being written.

APPLICANT'S SUBMISSION

Design and Access Statement
Materials Schedule

CONSULTATIONS

Local Highway Authority – No objection

Greater Manchester Ecology Unit – No objection subject to conditions and informatives.

Heritage – The proposal will have a negligible impact in heritage terms.

REPRESENTATIONS

Three neighbour consultation exercises were carried out in response to various amendments to the proposal.

In response to the proposal currently being considered, five letters of objection were received alongside three letters of support.

The letters of objection raised the following issues:

- Use of render out of keeping with building
- A precedent would be set for the subdivision of other properties along Church Road
- Materials are inappropriate- particularly doors, windows and rainwater goods.
- First floor side extension is out of keeping with the original property and disproportionate.
- Rear extensions would be overbearing and cause loss of light.
- Extensions would cause loss of privacy to neighbours.
- Extensions should solely be to the rear.

The letters of support made the following points:

- The extensions have been sympathetically designed.
- The proposal will allow Chesham House to make a positive impact on the area for years to come.
- An immediate neighbour had no concern in terms of loss of light.
- The property has been used commercially for a number of years and a return to residential use would be supported.

In response to two earlier neighbour consultation exercises, for proposals consisting of larger side and rear extensions, lower quality materials and hard front boundary treatment, 14 letters of objection were received and three letters of support were received.

The letters of objection raised the following issues:

- Render is out of keeping with Chesham House.
- Materials are low quality.
- Hard boundary treatments out of keeping with the Church Road street scene.
- Loss of single storey structure to side of Chesham House would be detrimental.
- Chesham House is a notable building locally and a fine period property.
- The property is a notable building within a row of period properties along Church Road.
- Front façade should not be altered.
- Extensions would dominate and overshadow neighbours.
- A precedent for the subdivision of large dwellings along Church Road.

The letters of support made the following comments:

- It is important that the site remains as family accommodation.
- Development is sympathetic to style and quality of local properties.
- Proposal would result in two exquisite homes to ensure Chesham House continues to contribute to Church Road.
- Refusal could lead to Chesham House becoming dilapidated.
- Building would be costly to renovate so could turn into a HMO or a halfway house.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
2. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
3. The Council's current housing land supply stands at only 2.4 years. This triggers the 'tilted balance' in Paragraph 11 d) of the NPPF and advises that planning permission should be granted unless:
 - c) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - d) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
4. There are no protective NPPF policies that would provide a clear reason for refusing the development proposed. The proposal is therefore assessed against paragraph 11 d) ii) and should be approved unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.
5. There are no Core Strategy Policies that would presume against the loss of a Bed and Breakfast C1 use at the site and so this is not opposed in principle.

HOUSING POLICY

6. This application seeks consent for the subdivision and extension of a building in Bed & Breakfast use to form two residential dwellings.

7. Policy L1.7 sets an indicative target for 80% of new housing provision to use brownfield land over the plan period. To achieve this, the Council will release previously developed land and sustainable urban area green-field land, in the following order of priority:
 - Firstly, land within the Regional Centre and Inner Areas;
 - Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres; and
 - Thirdly land that can be shown to be of benefit to the achievement of the wider Plan objectives set out in Chapters 4 and 5 of this Plan.
8. The site contains a former residential dwelling which was last used as a bed and breakfast. The two proposed dwellings incorporate extensions which occupy part of the existing garden area at the property. The garden area cannot be assessed as 'previously developed' or 'brownfield' land when considered against the relevant NPPF definitions. The application must therefore be assessed against L1.7.
9. The site is not within the Regional Centre or Inner Areas. The proposal also would not contribute significantly to Policy L3's regeneration priorities or to strengthen and support Trafford's town centres; primarily by virtue of its location and scale.
10. In terms of the Chapter 4 Strategic Objectives, the resulting dwellings would provide high quality family housing in a sustainable location and therefore would be beneficial in achieving the aims of Strategic Objective 1- Meet housing needs. The proposal also reuses the existing building rather than seeking its demolition which makes some contribution towards achieving Sustainable Objective 7- Secure sustainable development.
11. In terms of the Chapter 5 Place Objectives, the proposal would provide general 'market housing' in a sustainable location that is well served by public transport; with good bus links along Church Road and Urmston train station a 0.5 mile walk away. The retention of Chesham House, rather than its demolition and replacement, ensures that it continues to contribute to the character of the local area. It is recognised that the plot is to be subdivided and this is considered further in the 'Design and Heritage' section below where a degree of visual harm is identified. On balance however, it is considered that the proposal contributes to achieving the relevant Urmston Place Objectives.
12. The proposal is therefore beneficial to achieving the wider Plan objectives set out in Chapters 4 and 5 of the Core Strategy and is considered acceptable in relation to L.1.7.
13. The principle of subdividing the site into two residential dwellings is therefore acceptable subject to acceptable impacts in terms of heritage impacts, visual amenity, residential amenity and highway issues. This is with regard to Policies L1

and L2 of the Core Strategy, NPPF guidance and the New Residential Development SPG.

DESIGN AND HERITAGE

14. Heritage policy within the NPPF requires Local Planning Authorities (LPAs) at paragraph 190 to identify and assess the particular significance of any heritage asset in order to avoid or minimise any conflict between the heritage asset's conservation and any aspect of a proposal. In paragraph 192, the NPPF requires LPAs to take account of:
 - The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - The desirability of new development making a positive contribution to local character and distinctiveness.
15. Paragraph 197 of the NPPF states that “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”
16. Paragraph 192 of the NPPF states that “In determining applications, local planning authorities should take account of:
 - a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.
17. Policy R1 of the Core Strategy requires that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. It states that 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.
18. In relation to matters of design, Policy L7 of the Core Strategy states development must:
 - Be appropriate in its context;
 - Make best use of opportunities to improve the character and quality of an area;

- Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.
19. The dwelling has been identified as a non-designated heritage asset in accordance with Annex 2 of the NPPF and is considered to be a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. This includes designated heritage assets and assets identified by the local planning authority (including local listing).

Significance of Non-Designated Heritage Assets

20. The application property, Chesham House, is considered to be a non-designated heritage asset. It forms one in a run of large detached period properties within large plots. More widely, the site sits within the Church Road street scene which consists of period properties of similar age, character and quality running half a kilometre to Urmston town centre in the east and a further 250m to the west. These neighbouring properties are also considered non-designated heritage assets in their own right.
21. Significance, in heritage terms, is defined in the NPPF as “The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”
22. Chesham House is a substantial, suburban villa, constructed in the late 1890s/early 1900s and is one of a number of large, good quality, detached properties built for the middle classes along the south side of Church Road. There is coherence to the ensemble of houses through scale, form, appearance, architectural detailing and use of materials. They illustrate the expansion of Urmston during this period following the arrival of the railway in the town in 1873 and are identified in the Trafford Urban Historic Landscape Characterisation Survey [HGM5047].
23. The house is believed to have been built by Joseph Spark & Son Ltd, an eminent firm of local builders founded in Urmston in 1880. Designed in the domestic revival style, the asymmetrical composition is dominated by a large two storey canted bay capped with a partial spire. The principal elevation is constructed from Ruabon brick laid in a Flemish Bond denoting a higher status house. There is an advanced brick plinth at ground level and string course between ground and first floor levels adding interest to the elevations. At ground floor there are arched brick headers infilled with a decorative terracotta motif and brick patterns. Window openings have painted stone cills and lintels across both floors. The hierarchy of the floors is displayed through the pattern of fenestration with painted timber tripartite casements at ground floor [these may be historic replacements] and single/pairs of painted timber vertical sliding sashes at first floor. The house is accessed via a

flight of steps and centrally placed door. The roof is hipped and a prominent feature of the building, laid with blue Welsh slate, large overhanging eaves, decorative ridge tiles and several substantial chimneys. There is a half-timbered gable on the east elevation resulting in a partial hipped detail on the north and south elevations.

24. The house is two storeys in height with a half attic storey and cellars. To the east is a single storey room showcasing Victorian eclecticism with a crenelated parapet and large decorative vent. The form, materials and construction suggests this is contemporary to Chesham House and appears to be a former smoking and/or billiard room.
25. The property has large front and rear gardens set back from Church Road and bounded by a local buff sandstone wall with ingress and egress. Only one of the four gate piers survives which includes a shaped stone pier cap.
26. Chesham House is significant for its architectural and historic values. There is a good level of architectural integrity and survival of historic fabric.
27. Chesham House also plays an important role within the Church Road street scene where it is part of a larger group of attractive historic properties, which are also non-designated heritage assets. The coherence with the adjoining dwellings of a similar period amplifies this significance and the experience of one another. The dwellings also illustrate the historic development of Urmston during the late 19th and early 20th centuries with the application property being associated with the local building firm Joseph Spark & Son Ltd. A review of historic mapping shows that these properties had largely been constructed by 1913.

Design and Heritage Assessment

Chesham House

28. The first floor side extension would have a width of approximately 5.4m and would be set back from the principal elevation by approximately 2.5m. It would have a gable roof with its ridge set 500m lower than that of the main property. Its eaves would sit 600m above the height of the eaves of the main roof but 1.2m below the eaves of a higher section of roof.
29. The original building is a substantial detached property with its main two storey structure having a width of 11.5m. In terms of projection, the 5.4m projection to the side would be considered proportionate. The roof design and set-back from the principal elevation also ensure that the extension would appear subservient and would not be overly dominant within the street scene.
30. The first floor side extension would be finished in rough-cast render and include a lead-clad dormer with timber framed openings. Chesham House is built in red brick and the use of render is not in keeping with this. The agent has suggested that it would be difficult to find a satisfactory match for the original Ruabon brickwork.

Nevertheless, a rough-cast render is typical of the Arts and Crafts style buildings that are present along Church Road making it preferable over a more modern smooth render.

31. The first floor side extension would represent a substantial alteration to the front elevation of Chesham House which appears to otherwise remain unaltered since it was built in the late 1890s /early 1900s. The form of the extension alters the proportions and overall scale and massing of Chesham House thereby eroding the asymmetrical composition of the building. It also results in the loss of the existing billiard roof and decorative vent. Its design, particularly by virtue of the dormer window feature, is overtly modern and the use of render is not directly in-keeping with the character of the existing property. It is considered that this leads to a degree of harm on design and heritage grounds.
32. The proposed additional door in the front elevation, in place of an existing window, would make clear that the property is no longer a single large detached dwelling which is characteristic of this stretch of Church Road. The door would unbalance the front elevation of the property. There is also a degree of visual and heritage harm associated with this.
33. The rear extensions are a combination of single and part two/part three storey elements which also combine pitched and flat roofs. The two/three storey element would project 5.5m with the single storey element having a total rear projection of 8.2m. As the main dwelling has a depth of 9.5m, the rear extensions clearly represent a substantial addition. Nevertheless, the property sits within a large plot that is capable of accommodating this scale of extension without eroding a disproportionate amount of rear garden space. The two/three storey element has been designed with a cat-slide roof which reduces the overall scale and massing of the structure and contributes a traditional element to the design. It is also recognised that the extensions are to the rear of the property and would sit alongside substantial extensions to the rear of the adjacent Stepping Stones Day Nursery. The extensions to the rear are not considered to be visually harmful.
34. Whilst render is also to be extensively used on the rear extensions, which is not characteristic of the applicant property, a rough-cast render is nevertheless common on properties of this period; including neighbouring properties on Church Road. Materials to be used on the remainder of the site are traditional and of high quality. These include the use of timber windows and doors, lead to dormers and conservation style rooflights. The specified materials are considered acceptable in principle however a condition requiring further details of the proposed materials prior to above ground development is recommended to ensure that a satisfactory appearance is secured.
35. The combination of extensions and alterations proposed result in a degree of harm to the significance of Chesham House however this is considered to be negligible. This harm should nevertheless be weighed against the benefit of the building's

retention in a use that is consistent with its conservation however. The retention of the building is considered beneficial; particularly against a backdrop of earlier planning applications seeking its demolition. The majority of the front elevation of the structure will remain unchanged and it will still be possible to read the original property; with the first floor side extension clearly being a later addition. On this basis, it is considered that the overall impact to the non-designated heritage asset is neutral.

Church Road Street Scene

36. The visual harm to Chesham House, particularly the loss of the asymmetrical character of the property, the loss of the billiard roof and the use of render at first floor, will reduce the contribution that it makes to the wider Church Road street scene. This street scene is made up of a number of non-designated heritage assets. For the purposes of this report, the Church Road street scene (including other positive contributors) will be considered cumulatively given the similarities of each property in terms of significance and the large number of period properties along Church Road. A degree of harm to the Church Road street scene is recognised however this is considered to be negligible.
37. This proposal nevertheless sees the original structure of Chesham House retained and changed to a residential use. This is considered to be consistent with the conservation of the building. In balancing these considerations, it is considered that the overall impact of the proposal to the Church Road street scene is neutral.

Design and Heritage Conclusion

38. Further extensions to the side, rear and front or to the roof space of either property could result in further visual harm contrary to Policies L7 and R1 of the Core Strategy. It is therefore recommended that permitted development rights relating to the erection of such extensions are removed by condition.
39. It is recognised that the proposed extensions and alterations to Chesham House will introduce a degree of harm to the significance of Chesham House and the Church Road street scene. The harm in both cases is considered to be negligible. Nevertheless, when weighed against the benefit of the original building's retention in a viable use, it is considered that the overall impact to the non-designated heritage asset is neutral. Similarly, whilst a degree of visual harm would be introduced to the wider Church Road street scene, the fact that Chesham House is retained represents an overall neutral impact to the non-designated heritage assets that make up this street scene. This is with regard to Policies L7 and R1 of the Core Strategy and NPPF guidance.

AMENITY

40. In relation to matters of amenity protection Policy L7 of the Core Strategy states development must:
- Be compatible with the surrounding area; and
 - Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
41. SPD4 provides guidance on the design of house extensions. It is nevertheless considered relevant to this proposal as it provides guidelines on designing extensions so as to avoid introducing harm to the amenity of neighbours. For detached properties, it states that single storey rear extensions should not have a projection that exceeds 4m in addition to the gap to the boundary whilst two storey extensions should not have a projection that exceeds 1.5m in addition to the gap to the boundary.

103 Church Road

42. This is the adjacent detached dwelling to the west of the applicant property. Its original main rear elevation was set approximately 1.5m further forward in the plot than that of Chesham House. No. 103 has recently erected a substantial single storey rear extension however with a projection of approximately 6m. This property has four windows in its side elevation facing the application site; a second floor bedroom window, a first floor bathroom window and two ground floor openings serving a kitchen/dining open plan area.
43. The second floor bedroom faces a part of Chesham House which is to remain unchanged. The extensions will be positioned well to the rear of this window and will not significantly harm its outlook or the admission of light to the room.
44. The first floor bathroom window serves non-habitable space and is obscurely glazed.
45. At ground floor, there is a small window within the original side elevation of no. 103 which serves a kitchen. This is a through room to the rear extension which also includes a large amount of glazing in its side elevation facing Chesham House. The rear elevation of the extension is predominantly glazed and south-facing. It therefore provides this space with its main source of light and outlook and would not be excessively harmed by the rear extensions.
46. The side elevation of the proposed dwelling facing no. 103 would contain four openings at ground floor; a landing window, a kitchen window, a kitchen door and a habitable room window within the rear extension. Chesham House already has three openings facing no. 103 including a clear-glazed kitchen window. There is

1.8m high timber fencing and an outbuilding within the curtilage of no. 103 which forms the boundary between the properties.

47. The first floor of the proposed dwelling would contain three openings facing no. 103; an en-suite window, a landing window and a dressing room window. In addition, the roof slope of the rear extension would contain two rooflights at first floor level. There are no existing habitable room windows in the side elevation of Chesham House at first floor or above. None of these openings would provide the sole source of light or outlook to a habitable room. It is considered that only the rearmost window in the side elevation at first floor is likely to introduce overlooking to the rear garden space. It is therefore recommended that this windows be obscurely glazed with a restricted opening mechanism to a height of 1.7m above ground level.
48. An existing second floor dormer window is to be retained which opens onto a landing. As this is an existing opening, it does not provide privacy concerns.
49. Subject to obscured glazing conditions, the proposal would not introduce excessive visual intrusion, loss of light or overlooking to the occupiers of no. 103.

99 Church Road

50. This is the adjacent detached property to the east of the application site. It is currently in use as a day nursery and therefore does not provide concerns in terms of residential amenity. Nevertheless, no. 99 has substantial two storey extensions to the rear and so the proposal would not be expected to introduce overbearing or loss of light impacts in this regard.

Other Neighbouring Properties

51. Separation distances of 19m to the rear boundary, 30m to neighbouring properties to the rear and 26m to a facing property are retained. There are therefore no amenity concerns relating to these neighbouring properties.

Garden Space

52. PG1 states in paragraph 13.4 that "Whether the amount of proposed private outdoor space is adequate will mainly depend upon the type and size of dwelling and the nature of its surroundings. Around 80 sq. m of garden space will normally be acceptable for 3 bedroom semi-detached houses in an area of similar properties."
53. The proposed dwellings would each have a main area of rear garden space of at least 180 sq. m. This would not be unduly overlooked or otherwise compromised as private amenity space. This therefore complies with PG1 in this regard.

Amenity Conclusion

54. Subject to a condition requiring obscure glazing and restricted opening mechanisms in the side elevation facing no. 103, there are no concerns in terms of loss of light, visual intrusion or loss of privacy to the occupiers of neighbouring properties. Each proposed dwelling would have sufficient private amenity space with regard to the PG1 standard. The proposal therefore complies with Policy L7 of the Core Strategy, PG1, SPD4 and NPPF guidance with respect to residential amenity.

ECOLOGY

55. Policy R2 of the Core Strategy states that To ensure the protection and enhancement of the natural environment of the Borough, developers will be required to demonstrate through a supporting statement how their proposal will:
- Protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural urban and countryside assets having regard not only to its immediate location but its surroundings; and
 - Protect the natural environment throughout the construction process.
56. The applicant has submitted a bat survey which concluded that concluded that the structure has negligible potential to support bats and consequently no further activity surveys are required. The Greater Manchester Ecology Unit accepts these findings and raises no objection with regard to biodiversity.
57. It is suggested that ecologically permeable fencing should be installed if boundaries are being replaced/created and that sympathetic planting should occur.
58. It is recommended that conditions are added requiring the addition of two bat boxes and that a further bat survey be submitted should development not have commenced by April 2021.
59. Subject to these conditions, the proposal is acceptable on Ecology grounds and in accordance with Policy R2 of the Core Strategy.

HIGHWAY SAFETY AND PARKING

60. Policy L4 of the Core Strategy states that maximum levels of car parking for broad classes of development will be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.
61. Policy L7 of the Core Strategy states, “in relation to matters of accessibility, development must:
- Be fully accessible and useable by all sections of the community;

- Provide good connections within the site and to adjoining areas;
 - Where relevant ensure that streets and public spaces are designed to provide safe and attractive environments for walkers and cyclists; and
 - Provide safe, convenient links to public transport and community facilities.
62. SPD3 requires that dwellinghouses with four or more bedrooms have three off-street parking spaces.
63. The existing property has two vehicular accesses taken from Church Road which will serve each proposed dwelling. Access arrangements therefore largely remain unchanged; albeit with a single entrance/exit to each dwelling rather than an in/out arrangement. In terms of visibility splays from each access, these are to remain unchanged and therefore acceptable.
64. Three parking spaces are proposed to each dwelling with swept path analysis provided to demonstrate how these can be accessed. This is therefore acceptable on parking grounds.
65. The LHA accept the proposed parking and highway arrangements at the site.
66. The proposal therefore complies with Policies L4 and L7 of the Core Strategy and SPD3 with regard to parking and highway safety.

DEVELOPER CONTRIBUTIONS

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

PLANNING BALANCE AND CONCLUSION

69. The Council's housing land supply, at 2.4 years, triggers the tilted balance in Paragraph 11 of the NPPF. There are no protective NPPF policies relevant to the proposal and so section ii) of that paragraph applies. The application should therefore be approved unless harm is identified that significantly and demonstrably outweighs the benefits.
70. The proposal would make a modest yet positive contribution to meeting the Borough's housing land supply targets in that two dwellings would be provided at a sustainable location within an established residential area. This is in accordance with the broad aims of Policies L1 and L2 of the Core Strategy.

71. It is recognised that there have been previous planning applications at the site proposing the demolition of the property. It is therefore a positive consideration that this scheme involves the retention of Chesham House, with most of its historic form and material intact, alongside the use of high quality traditional materials.
72. The proposed extensions and alterations introduce a degree of visual harm to Chesham House when taken in isolation. This in turn causes a degree of harm to the wider Church Road street scene. In both cases, this harm is considered to be negligible. Taken as a whole however, and with particular regard for the benefit of retaining the original structure of Chesham House in a viable use, it is considered that the overall impact of the proposal to the significance of the non-designated heritage assets of Chesham House and those along Church Road is neutral. In a balanced judgement, the negligible harm identified is outweighed by the retention of the building and the benefits identified in terms of housing land provision. The proposal is therefore acceptable on heritage grounds with regard to Policy R1 of the Core Strategy and NPPF guidance.
73. No harm has been identified that would significantly and demonstrably outweigh the benefits of the proposal. It is therefore recommended that the application be granted subject to conditions.

RECOMMENDATION

GRANT subject to the following conditions:-

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1939-P0001, 1939a-P1001B, 1939a-P1301B, 1939a-P2301B and 1939a-P3301C.

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

3. No development involving the use of materials to be used in the construction of the external surfaces of the building hereby permitted shall take place until details of the materials have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policies L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

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

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2 Part 1 and 2 (or any equivalent Order following the amendment, re-enactment or revocation thereof), no extensions shall be carried out to the dwellings and no windows or dormer windows shall be added to the dwellings other than those expressly authorised by this permission, unless planning permission for such development has first been granted by the Local Planning Authority.

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

6. Should demolition works not have commenced by April 2021, an updated bat survey shall be submitted to and approved in writing by the LPA. This shall include an assessment of change and any new mitigation and/or licensing that may be required as a result of new evidence. Development shall then be carried out in accordance with the approved details.

Reason: In order to protect any bats that may be present on the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

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

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

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

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

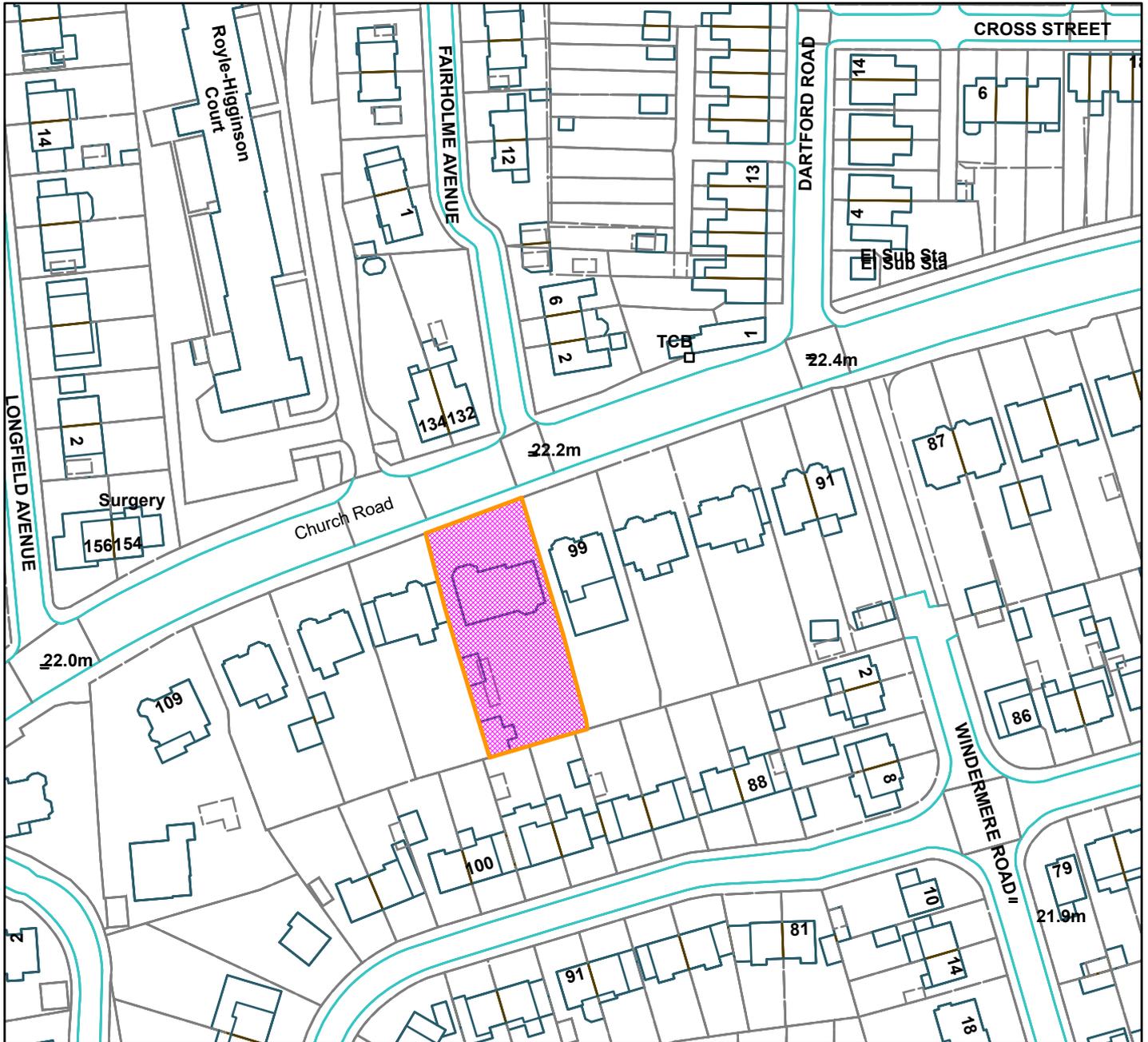
8. The residential units hereby permitted shall not be occupied unless and until two bat boxes have been provided in accordance with a scheme detailing the specification and siting of the bat boxes that has first been submitted to and approved in writing by the Local Planning Authority. The approved bat boxes shall be retained thereafter.

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

JW



Chesham House, 101 Church Road, Urmston (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

WARD: Longford

101155/OUT/20

DEPARTURE: No

Outline application to create 66 studio student apartments in the existing building with a proposed single storey front extension, loft conversion and external alterations including raising roof height with dormer windows installed. (Details of access, appearance, layout and scale submitted for approval with landscaping reserved)

At: Harry Lord House, 120 Humphrey Road, Old Trafford, Manchester, M16 9DF

APPLICANT: Mr Aggarwal

AGENT: Tang and Associates Ltd

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee as more than 6 objections have been received contrary to officer recommendation.

SITE

The application site consists of a three storey building with a single storey extension to the rear. The building is currently in mixed use with individual residential room accommodation across all floors with a D2 use (resource centre) also taking up part of the ground floor with the associated external space which includes amenity space and vehicular entrance/car parking to the north west. Parking spaces are undefined other than the disabled access space to the front of the property. It was noted on the date of inspection that 6 cars could comfortably fit within the existing undefined parking areas. There are a number of trees on the boundaries of the site with a dwarf wall and wooden fence making up the majority of the site boundaries.

The site is located in a residential area with apartment blocks to both the north and south and traditional semi-detached and terraced dwellings to the north west and west. To the east is Hullard Park while further south is the larger Seymour Park.

PROPOSAL

The applicant is proposing to create a 66 studio apartment development with proposed single storey front porch extension, loft conversion to create additional residential accommodation and external alterations to include raising the roof, dormer windows and new material finishes. The application in outline seeks permission for access, scale, layout and appearance with only landscaping to be reserved for a future application.

BACKGROUND

The history section will set out the relevant planning history for the site however by way of background it should be noted there is an existing unlawful HMO use in the upper floors of the building. The last approved use was as a care home with a later approval to use the ground floor as a public meeting space. There is an open enforcement case on the current use as a HMO (*ref no. 19/00022/HMO*). The initial development description stated *change of use from C4/D2 to create 66 studio student apartments...* This has been subsequently amended given the current HMO use is unlawful development with any reference to change of use being removed. The applicant has stated the subject application has been made in order to address the unauthorised use.

As this is an outline application the enforcement case will remain open and would only be closed once any subsequent reserved matters application has been submitted and approved. On this basis it is considered a short time period for submitted any subsequent reserved matters application should be imposed. In the interim, if this application is approved by the Planning and Development Management Committee the planning authority will need to further consider if any enforcement action should be taken regarding the current use.

VALUE ADDED

The applicant has amended the proposed elevations removing the proposed wholesale render finish in place of the existing brick with lateral rendered panels around the window bays. The total rendering of the building was considered inappropriate as the local area is characterised by brick.

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.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- L1 – Land for New Homes
- L2 – Meeting Housing Needs
- L4 – Sustainable Transport and Accessibility

L7 – Design
L8 – Planning Obligations
R2 – Natural Environment

OTHER LOCAL POLICY DOCUMENTS

SPD3- Parking Standards & Design
PG1 – New residential Development – September 2004

PROPOSALS MAP NOTATION

Coal Authority Standing Advice
Smoke Control Zone
Landfill Consultation Zone – Old Trafford B Zone
Critical Drainage Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) in 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and was updated on 1st October 2019. The NPPG will be referred to as appropriate in the report.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

H/LPA/63799 – Change of use of ground floor of elderly persons home to resource centre for the elderly – Approved 17/03/2006

83700/VAR/2014 - Variation of Condition 4 of H/LPA/63799 (use of the ground floor of the building as a resource centre for the elderly) to allow for a wider range of uses (including meetings and activities of community groups) to be relocated into the ground floor of the building – Approved 16/10/2014

APPLICANT'S SUBMISSION

The applicant has submitted a supporting Planning Statement, Crime Impact Statement, Operational management Plan, Travel Plan and Ecological (Bat surveys) as part of the application. The information provided is discussed where relevant within this report.

CONSULTATIONS

Pollution & Housing: Nuisance – No objection subject to conditions.

Planning Enforcement – No comment at time of writing

Environment (Waste) – No objection

Arboricultural Officer – No objection

Greater Manchester Ecology Unit (GMEU) – No objection

Greater Manchester Police Design Service (GMPDS) – No objection subject to condition

LHA – No objection subject to condition

REPRESENTATIONS

Twelve representations (from individual addresses) have been received with the following a summary of points raised:

- Concerns regarding the room sizes.
- How will highway safety be preserved with no increase of off street parking?
- Already significant on street parking issues on local roads – potential accident black spot in the future.
- Permit parking would be required on street if this development was considered
- Car free alternatives required.
- Many elderly members of the community in nearby sheltered accommodation – this development is not appropriate in this location.
- Potential noise and disturbance (anti-social behaviour) increase from increased footfall, vehicular movements.
- Potential anti-social behaviour in what is a quiet residential area
- Question the wisdom of this proposal given precarious nature of universities at this time – need?
- Will significantly alter design and appearance of the building and destroy the green space around it.

- Some of the room sizes are deficient – over supply of accommodation at expense of internal amenity.
- Pollution issues from anticipated increase in traffic movements.
- Will introduce an itinerant population to the area who don't invest in the community.
- Poorly advertised.
- Need more family homes not student accommodation.
- Third storey will overlook neighbouring properties.

OBSERVATIONS

Principle of Development

1. Section 38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version. Nevertheless, without a five year housing land supply, where applications include housing development, the NPPF advises in Paragraph 11 and the associated footnotes that all relevant development plan policies should be deemed to be out of date. This means that unless NPPF policy that protects areas or assets of particular importance provides a clear reason for refusing the development proposed the tilted balance is engaged i.e. any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Housing land supply

3. The NPPF places great emphasis on the need to plan for and deliver new housing throughout the UK, and local planning authorities (LPAs) are required to support the Government's objective of significantly boosting the supply of homes. The responsibility of local planning authorities in supporting the Government's ambitions include identifying and updating annually a supply of specific deliverable sites to provide five years' worth of housing against their housing requirement. However, latest housing land monitoring for Trafford indicates a supply of only some 2.4 years.
4. The development as proposed would provide 66 studio apartments. The objections against providing student accommodation at this location and

question of need are noted. Policy L2 of the Core Strategy is clear that all new residential proposals will be assessed for the contribution that would be made to meeting the Borough's housing needs. The proposal would provide a modest contribution for full time students attending third level institutions with UA92 being the principal institution. The Trafford Housing Strategy (2018-2023) sets out that with the development of UA92 there will need to be supported growth through housing propositions for increased student accommodation with the private rented sector forming an integral part of this. The site is within 1 km walking distance from the UA92 campus falling outside of the defined Civic Quarter Masterplan area so not infringing on any future sites or objectives. On this basis it is considered the proposal would contribute to this approach.

5. Of note is the article 4 (1) direction made by Trafford's Planning and Development Committee on 8th March 2018 requiring planning permission for HMOs to prevent excessive concentrations of such development. The intention of the Direction is to better manage impacts arising as a result of the anticipated influx of students into the Borough. It is considered that managed accommodation proposals such as this one can assist in this coordinated approach and consequently free up existing housing stock which may have otherwise come under pressure to be put in HMO use.
6. Being student accommodation there is no requirement to provide affordable housing nonetheless officers consider significant weight should be afforded in the determination of this planning application to the scheme's contribution to addressing the identified wider housing shortfall, and meeting the Government's objective of securing a better balance between housing demand and supply.
7. The application site is unallocated in the Proposals Map, is situated within a predominantly residential area, close to schools, public parks and local shops as well as being within walking distance of the White City retail park. The site is located a short walk from bus routes on Talbot Road and within 500m of the Trafford bar Metrolink. On this basis the proposal is considered to be located in a sustainable location.
8. Whilst the Council's housing policies are considered to be out of date in that it cannot demonstrate a five-year supply of deliverable housing sites, the scheme achieves many of the aspirations which the Plan policies seek to deliver. Specifically, the proposal contributes towards meeting the Council's housing land targets and housing need identified in Core Strategy Policies L1 and L2 in that the scheme will provide student specific studio accommodation in an area where a need has been identified.

9. Being a student complex the proposal does not incorporate a mix of unit types, and would not require affordable housing provision, the fact it would support housing in a sustainable location weighs in its favour. In acknowledging that *'the presumption in favour of sustainable development'* applies to this application, the significance of this benefit will be returned to in the planning balance.
10. In conclusion, the site is in a sustainable location, and would make effective use of land. Given the above considerations the principle of the development is acceptable subject to compliance with other relevant policies in the Core Strategy in relation visual and residential amenity, parking and highway safety, environmental, ecological and drainage considerations. These matters will be considered in the following sections.

Design and Visual Impact

11. Paragraph 124 of the NPPF states that *'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'* Paragraph 130 states that *'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'*
12. Policy L7 of the Trafford Core Strategy states that *'In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.'*
13. There is a four storey, flat roofed 'H' block apartment building to the south (rear) of the subject site which appears to be of a similar age to the subject building, with flats on the opposite side of Humphrey Road to the north. To the west there is a mix of semi-detached and terraced dwellings typical of the wider area. To the east is Hullard Park and the verdant nature of the park extends up along Northumberland Rd and Humphrey Road. There is space around the subject building with green space to the east and south and a car parking area to the west and this together with the space around the neighbouring apartment blocks provides a degree of separation whilst the external materials provide a visual relationship. Overall it is considered there is a variety of building design, scale and massing in the immediate local area. This variation forms part of the area character and provides scope for changes to the appearance and scale of the subject building.
14. The proposal seeks to introduce nine dormers in total with five to be provided on the front, three on the rear and two on the side elevations, one facing Northumberland Road and another facing north west towards the existing car

park on site. These would replicate the pitch angle of the existing front projection (emergency stairwell) to provide a degree of uniformity. This would be further replicated by the introduction of a further pitch above the larger glazed (main) stairwell running up the front of the building off centre from the entrance. Ideally the front dormers would better align with the windows below, however being an existing building it is acknowledged the internal layout dictates this relationship. They are grouped as a three and a two with consistent spacing's providing a degree of visual rhythm. Again the final material specification and architectural detailing of the dormers would need to be agreed prior to works commencing on these elements. Also of note is a further glazed stairwell to the rear which mirrors the appearance of those on the front elevation.

15. The rising of the roof would see the height rise from approx.11 metres to approx.12.3 metres. At the request of the planning authority the applicant has provided additional street scene contiguous elevations illustrating the increase in context with the neighbouring buildings on Humphrey Road and Northumberland Road. The building already sits above the three closest buildings and the 1.3 metre increase would have only a marginal impact as regards visual amenity. This increase in height together with separation distance between buildings together with the variant in building design and ground level changes in the immediate locality would in combination produce an acceptable relationship in terms of visual harmony.
16. The only other notable addition is the front porch extending out by approximately 5.6 metres (including overhang) which is contemporary in appearance incorporating open and closed timber slats, glazing and render/seamed panels. There is no issue in principle to the addition or approach taken but again detail is lacking and final materials and architectural detail would need to be agreed to ensure a high quality design is achieved particularly given the close relationship with Humphrey Road.
17. As noted in the earlier in the report, the applicant has provided revised elevations with amended facing material specifications. In the main this would see the existing brick finish retained. The developer has indicated it is not possible to match the existing brick. Therefore it is proposed to introduce elongated rendered panels around the window bays to mask the alterations and provide a uniform contrasting finish. The annotation on plan indicates a grey render. This would not be the most appropriate colour given the existing buff brick. The final texture and colour would need to be agreed with the planning authority prior to the render finish being applied. This would be in conjunction with window design which should have a slim and flush frame profile to complement the updated appearance the applicant seeks.

Residential Amenity

18. Paragraph 127 (f) of the NPPF states that development should '*create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and*

where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

19. Paragraph 180 of the NPPF states planning decisions should *"ensure new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:*

a. mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life....'

20. Policy L7 of the Trafford Core Strategy states that 'In relation to matters of amenity protection, development must: *"Be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and / or disturbance, odour or in any other way.'*

Noise/Disturbance

21. The objections received in relation to potential for anti-social behaviour and general noise and disturbance are noted. It is not appropriate to make assumptions about what the behaviours of students may entail, while there are examples of student disturbances there are also many other examples where student accommodation sits comfortably alongside other residential properties. Notwithstanding, it is accepted that the proposal would provide a modest increase over and above the number of tenants currently occupying the property and would be a 100% student accommodation unlike the current unauthorised accommodation which is advertised for both students and professionals. In this regard it was considered appropriate for the applicant to provide a management plan setting out how the building would be managed to minimise potential disturbance. This document has been provided and includes details of staffing and tenancy agreements. Much of this detail is standard fare for student developments. Crucially the applicant has indicated they intend to interact with local residents and the resident association to ensure any issues which do arise can be dealt with. There will be an onsite presence so local residents would have the opportunity to make a direct contact should issues arise. The approach taken is considered acceptable and is a reasonable response to address the local residents' concerns.

22. The application includes a crime impact assessment which has been reviewed by the GMPDS. There are no objections raised but it is recommended that a condition be attached requiring the physical security specifications set out in the submitted assessment be implemented as part of the development. These include secure cycle storage, access control, post

and delivery arrangements, illuminated car parking and restricted access from front of building to car park.

Privacy/overlooking

23. The proposal will introduce additional windows in the new fourth storey with both dormer windows and roof lights. Section 11 of the Council's Planning (SPG-2004) Guidelines for new Residential Development notes 24 metres should be achieved for the windows facing across the public road while 30 metres should be achieved across private gardens in order to protect privacy levels of neighbouring residential properties. There would not be any private gardens affected by the proposed development, with the residential flats to the rear having a shared open space. Across Humphry Road there would remain a distance of approximately 30 metres between the fourth storey dormers and the apartments opposite. To the rear there would be a distance of approximately 29 metres retained between the two opposing rear dormers and roof lights and the apartment building, again this distance would be acceptable in context with no new outlook aspects created which would overlook any private open space. The distances to front and rear would be sufficient to ensure no undue impact on the living conditions of existing residents within their flats.
24. The only other additional windows would be the dormer looking west and roof light looking east. Again, both would look across public space and on this basis would not impact on the privacy of any neighbours.
25. The increased roof height and additional form of the dormers is acceptable in terms of residential amenity. The height and massing at the distances outlined earlier would not have any impact on neighbours by either loss of light or oppressive views.

Quality of residential accommodation

26. In terms of prospective students taking up residence in the proposed development, the proposal would provide 66 rooms, 8 more than the current unauthorised HMO use. It should be noted that there are no minimum space standards either nationally or at a local level for student accommodation. The proposal would see each room being provided as a studio apartment with sleeping, cooking and bathroom provision made within each. All floors would be accessible by both stairs and internal lift and one disabled accessible unit is provided for at ground floor, unit 11 which will be an adaptable room. In general room sizes are acceptable although rooms 9/10, 24/25, 42/43 (approx. 15.5m²) and 64 (approx. 16.8m²) are smaller than the other rooms provided. In terms of a reasonable comparison it is noted that Camden Borough Council have a Student Housing Planning Guidance Document (March 2019) which provides a minimum standard of 15.5m² for single person student studios. It is noted that sources for that document include the London Plan (2016) and Housing Supplementary Planning guidance, Mayor of London (March 2016). The development would include communal facilities including common/tv rooms and a gym as well as laundry

facilities and on balance, in combination would provide an acceptable level of accommodation.

27. Three of the loft rooms would be provided with roof lights only 55, 58 & 63. These roof lights are of a reasonable size and at a low enough level to allow the occupants a view out and also sufficient levels of natural light in. Given the limited use of this window type and design to allow views out of each of the three rooms and additional space and facilities available the approach is, on balance considered acceptable in this instance.

Highway Safety and Parking Provision

28. Policy L4 of the Core Strategy states that development must provide sufficient off-street car and cycle parking, manoeuvring and operational space.
29. Policy 109 of the NPPF states that *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*
30. The objections relating to parking capacity on the local roads around the development are noted. As outlined in the earlier housing supply section, the site is located in a sustainable location being within walking distance of retail and services as well as public transport links providing access to local universities and services/amenities.
31. The site only very limited parking spaces, 10 in total (including one accessibility space) with limited scope to provide any additional which if provided would have detrimental impact on the existing open green space around the building.
32. Given the concerns of local residents and the limited availability to provide further off street parking the planning authority requested the submission of a travel plan which the applicant has duly provided. This requirement also goes some way to identify how the development will reduce its CO² contribution through a car free proposal.
33. The travel plan references a survey by the University of Manchester which shows just 2% of student journeys are by car. While a useful indication, given the proximity to other third level institutions in the area this cannot be taken as a given for the students who may take up residence in the proposed development as this information is not known for those providers. However this 2% baseline is taken as the commuter model share targets with no net change anticipated over the 5 year plan implementation duration. The model share targets assume bus travel at 52% will be the biggest contributor (a shift from year one where it is assumed walking at 42% will be the biggest modal choice) by the end of the 5 years with walking coming in second at 25% and cycling third at 16%. Given the proximity to local services, third level institutions and public transport these targets are considered achievable

although the train (tram) at only 2% may be a little low for the site location especially if students are frequently travelling into the city centre.

34. The travel plan sets out a number of measures to encourage the use of these sustainable modes of transport with a Travel Plan Coordinator to be employed who will be responsible for the arranging baseline and annual monitoring of surveys and reports to measure the uptake by students. In combination with this it is noted that both the travel plan and accommodation management plan indicate that students will be informed that the accommodation forms part of a car free development with the management plan stating this will form part of the tenancy agreement. In combination it is considered these measures together with the location will ensure the proposal does not have an unacceptable impact on the local highway safety or capacity and on this basis could not be refused on highway grounds alone. The submitted Travel Plan has been assessed by the LHA who have accepted the proposals and conclusions contained within and have no objection on this basis. In the event of approval a condition should be attached to ensure the travel plan is implemented in line with the provisions and timescales set out within same.
35. The site layout plan provides for 40 cycle parking spaces given this will be a car free development it is considered the proposal should provide a 1 for 1 cycle space ratio. This should be easily achievable on site. Given these would be long stay spaces it will be necessary to agree the final design of the cycle parking areas. This can be agreed and implemented prior to first occupation of the development along with the design of waste and recycling storage bin area.
36. Given the concerns set out by residents regarding parking and disruption to the highway it would be appropriate to require a Construction Management Plan be agreed with the planning authority prior to the commencement of development.
37. Having regard for the above it is considered the proposal would accord with policy L4 of the Core Strategy and paragraph 109 of the NPPF.

Biodiversity and Landscaping

38. In terms of national policy, Paragraph 170 d) notes planning decisions should contribute to and enhance the natural and local environment by.... d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures...
39. Paragraph 175 of the NPPF notes that 'when determining planning applications, local planning authorities should apply the following principles: if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then permission should be refused'.

40. At a local level, Policy I7 notes that hard and soft landscaping should be used to enhance the street scene while policy R2 notes 'Where the council considers it necessary, in order to protect the natural environment, developers will be required to provide an appropriate ecological assessment report to enable the Council to properly assess and determine the merits or otherwise of the development proposal.'
41. In terms of national policy, Paragraph 170 d) notes planning decisions should contribute to and enhance the natural and local environment by.... d) *minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures....*
42. The corresponding Planning Practice Guidance (Paragraph 016 -Reference ID: 8-016-20190721) notes planning authorities need to consider the potential impacts of development on protected and priority species, and the scope to avoid or mitigate any impacts when considering site allocations or planning applications.
43. Given the proposal requires works to the roof the application includes preliminary and secondary bat surveys. The survey work has found no presence of bats and bats are not considered to be a likely constraint to the proposed development. Notwithstanding the GMEU have recommended an informative be attached as part of any approval requiring works to stop immediately in the event protected species are found during construction and the LPA contacted immediately.
44. It is noted that buildings can also support nesting birds and wild birds are protected under the Wildlife and Countryside Act, 1981 (as amended). In this regard an informative should be attached to make the applicant aware of the legal protection that nesting birds receive. In this regard all work should be timed to avoid the main nesting season (March-August inclusive) unless it can otherwise be demonstrated no active bird nests are present.
45. As landscaping is a reserved matter the application has not included any specific detail. The Council's Tree Officer has reviewed the proposal and raise no concerns regarding potential threat on the existing trees within the site. As the proposal will largely involve works within the existing footprint it is not anticipated there will be any impact on any existing trees with several located along the site boundaries.
46. It is considered that there would be sufficient space within the site to provide additional tree/hedgerow planting to enhance both the aesthetics of the site and the biodiversity value. A simple addition would be to plant native hedgerows such as hawthorn along the inside of the existing boundaries. Further measures to improve the overall aesthetics of the site and its relationship within the street scene including high quality hardscaping aspects will need to be considered as part of the reserved matters application.

Environment – Nuisance

47. Policy L7.3 states that development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties.
48. The Council's Environmental Health (Nuisance) team have reviewed the proposal. There are no issues raised subject to conditions which will require the impact of any new exterior lighting be considered to ensure any impact into habitable rooms wither within or off-site would be within acceptable margins, following the Institution of Lighting Professionals' Guidance Note 01/20 Guidance notes for the reduction of obtrusive light. This has been requested as a pre-commencement condition but it seems reasonable to require prior to fist occupation/use of the building.
49. Waste management will be discussed in the next section, but in terms of potential nuisance hours of waste collection are recommended with hours of 07:00-19:00 Monday to Saturday recommended.

Waste Management

50. The applicant, at the request of the Council's Waste Services has provided additional information regarding the proposed waste collection service. The applicant at this time is proposing a private waste collection service with weekly collection proposed for residual waste, dry mixed recycling, paper and cardboard, and a fortnightly collection for food waste. This information has been reviewed by Waste Services who have no issue with the proposal. Subject to the hours of collection outlined in the previous section it is considered there is sufficient space on site to allow suitable waste receptacles on site and waste collection to take place.

Drainage

51. The application site is located within Flood Zone 1 and is included in a Critical Drainage Zone. There are no known flooding issues either on site or in the locality. The proposed development would not result in a significant change to the impermeable area and so there would be little change to the surface water runoff generated by the site. Notwithstanding United Utilities have recommended all drainage is provided in line with the surface water drainage hierarchy. Given this is an existing building with drainage in place it is considered sufficient that this be included as part of a UU informative in the event of an approval. To further reduce impact for surface water runoff the development will need to incorporate permeable surfaces and surface water will not be permitted to discharge onto the highway.

Other Matters

Community Infrastructure Levy (CIL)

52. The site falls within a cold charging zone and in this area a cost of £0 applies to apartment schemes. As such the development would not attract any CIL liability.

Pre-Commencement Conditions

Planning Balance and Conclusion

53. All relevant development plan policy and national policy and guidance has been considered together with the representations received and all other material considerations. The proposal complies with the development plan when taken as a whole which would indicate in itself that planning permission should be granted. Nevertheless, as the tilted balance is engaged given the Council's housing land supply position, Paragraph 11 of the NPPF also needs to be considered. The delivery of additional housing is afforded significant weight in favour of the application. The development would make a small contribution to addressing the current imbalance between housing demand and housing supply. The proposed 66 studio apartments within the building with the extensions and amendments proposed would not cause any material harm in planning terms. It has been demonstrated that the scheme can be achieved without having a detrimental impact on residential amenity, highway safety, street scene, drainage and the biodiversity of the site.

54. In respect of the tests of Paragraph 11, the benefits of the scheme, namely contributing to housing need, significantly and demonstrably outweighs the increased impacts on the built environment, which are not considered significantly adverse. Paragraph 11 of the NPPF requires development proposals that accord with the development plan to be permitted without delay. The application is therefore recommended for approval subject to appropriately worded conditions being attached to a grant of outline permission.

RECOMMENDATION:

Grant subject to conditions:-

1. Application for approval of reserved matters must be made not later than the expiration of one year beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates: (a) The expiration of three years from the date of this permission; or (b) The expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The approval of the Local Planning Authority shall be sought in respect of the following matters before the development first takes place - landscaping.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the details of the matters referred to in the condition have not been submitted for consideration.

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

Plans: 9430/001 C; 9430/201 E; 9430/211 G; 9430/212 E; 9430/213 E; 9430/214 C; 9430/215 E; 9430/221 E; 9430/222 E; 9430/223 A; 9430/224 A.

Documents: Homes for Students – Harry Lord House, Trafford, Manchester, Purpose Built Student Accommodation, management Plan for Tang Associates 14/10/20 revision A.

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

4. Prior to any development first taking place, including works of site preparation, a Construction and Pre-Construction Environmental Management Plan (CEMP) shall be submitted and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and mitigate the main environmental effects of construction. The development shall be implemented in accordance with the approved CEMP. The CEMP shall address the following matters:
 - a. Hours of construction and pre-construction (including demolition) activity;
 - b. the parking of vehicles of site operatives and visitors (all within the site);
 - c. loading and unloading of plant and materials (all within the site), including times of access/egress;
 - d. storage of plant and materials used in constructing the development;
 - e. the erection and maintenance of security hoardings;
 - f. measures to control the emission of dust and dirt during demolition and construction and procedures to be adopted in response to complaints of fugitive dust emissions;
 - g. a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site);
 - h. measures to prevent disturbance to residential accommodation from noise and vibration in accordance with the principles of Best Practicable Means as described in BS 5228: 2009 (parts 1 and 2);
 - i. information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors
 - j. information to be made available for members of the public.

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

5. Notwithstanding the details hereby approved, no above ground works shall commence until detailed plans and sections at a scale of 1:5 showing the external reveals, detailing of window and door openings (including heads, cills and jambs), and the treatment of facade and roof edges have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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

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

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

7. The development hereby approved shall not be occupied unless and until the measures as outlined in the submitted JNP Group Travel Plan Ref C86372-JNP-XX-RP-T-1001 23/10/20 have been implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

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

8. The development shall not be occupied unless and until a scheme for a minimum of 66 secure cycle storage spaces has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle parking and refuse/recycling provision is made in the interests of promoting sustainable development and highway safety having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

9. No development shall take place until details of the bin stores, which shall include accommodation for separate recycling receptacles for paper, glass and cans in addition to other household waste, have been submitted to and approved in writing by the Local Planning Authority. The approved bin stores

shall be completed and made available for use prior to the first occupation of the [apartments] and shall be retained thereafter.

Reason: To ensure that satisfactory provision is made for refuse and recycling storage facilities at the design stage of the development, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement dated 28/02/20, reference 2020/0049/CIS/01, and retained thereafter. For the avoidance of doubt the requirements of this condition do not include aspects of security covered by Part Q of the Building Regulations 2015, which should be brought forward at the relevant time under that legislation.

Reason: In the interests of crime prevention and the enhancement of community safety, having regard to Core Strategy Policy L7 and the National Planning Policy Framework.

11. Prior to first occupation all measures contained within the approved management plan (Homes for Students – Harry Lord House, Trafford, Manchester, Purpose Built Student Accommodation, management Plan for Tang Associates 14/10/20 revision A) are in place and are maintained for the life time of the development.

Reason: In the interests of residential amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. The development shall not be occupied other than as student accommodation. Other than staff associated with the management, maintenance and security of the development, no person other than a registered full time student shall occupy any part of the development at any time. At no time shall more than 66 students occupy the development. A up to date register of the name of each person in occupation of the development together with course(s) attended, and shall make the register available for inspection by the local planning authority on demand at all reasonable times.

Reason: In the interests of residential amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework

13. Prior to first occupation, an Exterior Lighting Impact assessment shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the impact of new exterior lighting into habitable windows, either within or off-site, would be within acceptable margins, following the Institution of Lighting Professionals' Guidance Note 01/20 Guidance notes for the reduction of obtrusive light. The approved details, including any mitigation measures, shall be implemented prior to occupation and retained thereafter.

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

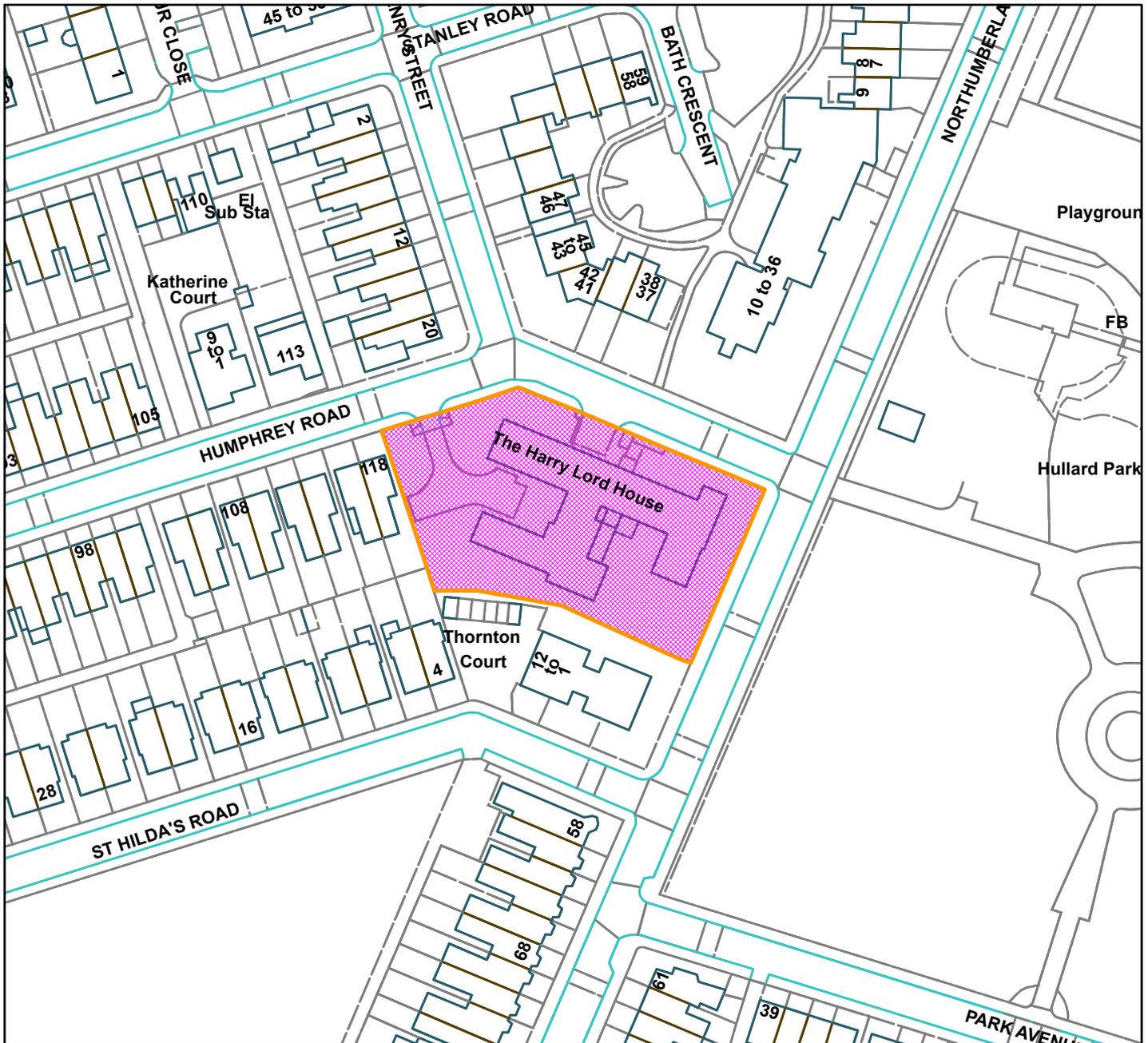
14. Servicing and deliveries including waste collection services to or from the development shall only take place between the hours of: 07:00 to 19:00 hrs on Mondays to Saturdays.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

CK



Harry Lord House, 120 Humphrey Road, Old Trafford (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

Outline planning application for the demolition of existing buildings and erection of 56 residential apartments including details on layout, access and scale, with all other matters reserved.

Greatstone Hotel, 845 - 849 Chester Road, Stretford, M32 0RN

APPLICANT: Dowd & Company Limited

AGENT: Mr Peter Whittingham, Savills

RECOMMENDATION: REFUSE

The application has been reported to the Planning and Development Management Committee due to six or more representations being received contrary to Officer recommendation.

SITE

The application relates to a rectangular piece of land on the eastern side of the A56 (Chester Road) in Stretford. There are two existing buildings within the site, one of which is in use as a hotel and the other as ancillary residential accommodation. The hotel, which is the southernmost of the two buildings, is a brick-built three storey structure, the upper storey of which is contained mostly within the roof space. This has bay windows and symmetrical gables to the front elevation, as well as several later additions including front and rear dormers and single storey rear extensions. The other property is a part-two, part-three storey building with brickwork to the front and north side elevations and render to the rear and south side elevations. The rear of this property has also been altered significantly.

Access to the site is taken from the A56, with the route between the buildings leading to a parking area at the rear. Dense tree planting runs adjacent to the southern site boundary, with some further planting to the rear boundary and two mature trees within the site itself. The front boundary of the site comprises a low stone wall with stone entrance pillars whilst the other boundaries are largely brickwork walls with some timber fencing. A small garage is situated within the rear part of the site, behind the hotel building.

Land to the south-east is occupied by playing pitches associated with Stretford High School with Gorse Hill Park to the south of these. It is noted that these pitches are part of the park itself, albeit there is no general public access. The entrance to the park is immediately to the south of the site, with a three/four storey apartment building beyond. A social club is situated on land to the north of the site, comprising a large single-storey building of industrial appearance. A four storey apartment building and a two storey dwelling are situated immediately opposite the site on the A56.

The site is situated within a Priority Regeneration Area. The closest designated heritage assets to the application site are the Grade II listed Gorse Hill Park Entrance Portal and Lodges and Great Stone, which are situated immediately to the south of the application site. The Grade II listed Stretford War Memorial is located immediately opposite the Entrance Portal on the western side of Chester Road.

PROPOSAL

Outline planning permission is sought for the demolition of all existing buildings on site and the erection of an apartment building containing 56no residential units. This comprises 17no one-bed units, 38no two-bed units and a single three-bed unit. The apartment building is an L-shaped structure with five storeys fronting Chester Road, decreasing to four storeys further back within the site. Consent is sought for layout, access and scale with matters of appearance and landscaping reserved. Despite this, indicative plans and a Design and Access Statement have been provided to show the potential external appearance of the building and scope for landscaping within the site.

A total of 25no parking spaces are proposed, mostly to the rear of the proposed building. Two of these are for visitors/drop-off, a further two are disabled bays and a further three are electric charging bays. Two motorcycle parking spaces are provided whilst storage space for 94no bicycles is proposed within the building itself. Vehicular access is proposed to be taken from Chester Road using the existing access point, between the proposed building and southern site boundary, whilst pedestrian access to the site would also be taken from an existing point on Chester Road.

A refuse collection area is shown towards the front of the site, whilst a landscaped strip is shown indicatively along the Chester Road frontage with some limited further planting along the rear site boundary. The proposal includes the provision of 10 per cent affordable housing, to be delivered as part of the development. The submitted Planning Statement notes that at least half of these would be suitable for families with a 50:50 split of social/affordable rented units. The scheme has been reduced in scale during the application process, the original proposal including an additional storey and a total of 69no apartments.

DEVELOPMENT PLAN

For the purpose of this application the Development Plan in Trafford comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- L1 – Land for New Homes
- L2 – Meeting Housing Needs
- L3 – Regeneration and Reducing Inequalities
- L4 – Sustainable Transport and Accessibility
- L5 – Climate Change
- L7 – Design
- L8 – Planning Obligations
- R1 – Historic Environment
- R2 – Natural Environment
- R3 – Green Infrastructure
- R5 – Open Space, Sport and Recreation

SUPPLEMENTARY PLANNING DOCUMENTS

- Revised SPD1 – Planning Obligations
- SPD2 – A56 Corridor Development Guidelines
- SPD3 – Parking Standards & Design
- PG1 – New Residential Development

LAND DESIGNATIONS

- Priority Regeneration Area
- Air Quality Management Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, and a further period of consultation on the revised draft ended on 18 March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is

not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) on 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published revised National Planning Practice Guidance (NPPG) on 29 November 2016, which was last updated on 01 October 2019. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

The MHCLG published the National Design Guide in October 2019. This will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H32695: Erection of dormer window on front elevation – Approved with conditions 29/01/1991.

H19126: Change of use of basement to wine bar and 2 ground floor rooms to kitchen and preparation area together with additional car parking – Approved with conditions 09/02/1984.

H12864: Change of use from 7 flats to hotel annexe including use of basement for storage – Approved with conditions 04/12/1980.

H10654: Construction of connecting tunnel between 841/843 Chester Road for movement of beer barrels from storage – Approved with conditions 04/12/1980.

H07902: Demolition of existing garage and erection of new double garage with bottle store over – Approved with conditions 09/11/1978.

H04299: Change of use from 7 flats to branch administrative offices for trade union – Approved with conditions 10/03/1977.

H00953: Erection of front porch – Approved 13/01/1975.

H00413: Erection of self-contained flats – Refused 05/09/1974.

APPLICANT'S SUBMISSION

The applicant has submitted the following information in support of the application:

- Air Quality Assessment
- Arboricultural Survey
- Crime Impact Statement
- Design and Access Statement
- Ecological Survey and Assessment
- Heritage Statement
- Noise Impact Assessment
- Planning Statement
- SuDS/Drainage Strategy
- Transport Statement

CONSULTATIONS

Arboriculturist: An Arboricultural Impact Assessment will be needed at reserved matters stage.

Greater Manchester Ecology Unit: Details of the removal of invasive species, ecological enhancement and a further nesting bird survey should be provided at reserved matters stage.

Greater Manchester Police – Design for Security: No objection, condition recommended.

Heritage Development Officer: Objection on the grounds of harm to nearby designated heritage assets. Response addressed in full in main body of report.

Lead Local Flood Authority: No objection, conditions recommended.

Local Highway Authority: Insufficient justification has been provided for the level of car parking provision proposed.

Pollution & Housing (Air Quality): No objection, conditions recommended.

Pollution & Housing (Nuisance): No objection, conditions recommended.

Pollution & Licensing (Contaminated Land): No objections.

United Utilities: Conditions recommended and informatives provided.

REPRESENTATIONS

Nine letters of support and three letters of objection have been received. It is noted that many of the letters of support have been received from addresses which would be not

directly affected by the proposed development, including Prestwich, Middleton and Clitheroe. These letters of support make the following comments:

- The hotel is not viable any longer and should be redeveloped to make more of a community for Gorse Hill
- Good quality affordable homes provided
- Excellent public transport and facilities locally
- Development would complement and enhance the New Masterplan for Stretford
- Many local people who would love to downsize to a one bedroom apartment within the Gorse Hill area
- There is no demand for a private hotel with no en-suite facilities
- Very good design aesthetically, the development only looks marginally higher than Burleigh Court opposite
- Will provide much needed mixed accommodation for young people, which will regenerate Gorse Hill and bring revenue into the area
- Better to build on an existing brownfield site without affecting green land
- The area needs new housing
- The frontage is only marginally longer and the proposed development is further back from the road, and further away from the lodges – you are more likely to see the park gates and lodges more clearly

The letters of objection raise the following concerns:

- Not in keeping with the local area, higher than any surrounding buildings. Should be three storeys
- Detrimental visual impact on Gorse Hill Park
- Substantial overlooking of Stretford High School, safeguarding concerns for students
- Precedent for other developments in area
- Design totally dwarfs Gorse Hill Park Entrance and is of low architectural value
- No infrastructure provision

During the course of the application, one resident who raised objections to the application has advised that they wish to withdraw their representation and now advises that they wish to support the application. Representations therefore now total ten letters of support and two letters of objection.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Policy position:

1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs

2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up-to-date** (emphasis added) development plan, permission should not normally be granted.

2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version. Whether a Core Strategy policy is considered to be up-to-date or out-of-date is identified in each of the relevant sections of this report and appropriate weight given to it.
3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. Paragraph 11 (c) of the NPPF states that development proposals that accord with an up-to-date development plan should be approved without delay. Paragraph 11 (d) states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:
 - (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
5. Given that the Council cannot demonstrate a five year supply of housing land (the current supply is 2.4 years), and also has a Housing Delivery Test output of 58%, Paragraph 11 of the NPPF is automatically engaged.
6. The footnote to paragraph 11 (d)(i) explains that the policies of the NPPF referred to include those which relate to habitats protection, heritage and flood risk. For reasons set out in full later in this report, the assessment of the scheme against NPPF policies relating to heritage 'provides a clear reason for refusing the development proposed'.
7. Given the above, it is not necessary to proceed to assess the application against NPPF paragraph 11(d)(ii) as the first criterion indicates that the development should be refused – the 'tilted balance' is not therefore engaged. This is returned to in the conclusion of this report when assessing the overall planning balance.

Principle of demolition:

8. The existing buildings have been located on the site since the late 1800s. Historic maps show that the Greatstone Hotel was at one time two dwellings. This is evident on site by the layout of the existing boundary wall and gate posts, which indicates that three entrances previously served the site from Chester Road.
9. Although the existing buildings on the site have been subject to various alterations over the years, they do represent attractive Victorian villas, in particular the Greatstone Hotel.
10. The alterations, such as the dormer windows and the alterations and extensions to the rear of the properties diminish the overall character and appearance of these two buildings and it is not considered that they can be classified as non-designated heritage assets. On this basis the demolition of these existing buildings is considered to be acceptable.

Priority Regeneration Area:

11. The application site falls within a Priority Regeneration Area where Core Strategy Policy L3 is of relevance. This states that within these areas, the Council will secure (amongst other things):
 - Improved quality of design and construction and range (including affordability and type) of the Borough's housing stock on offer to residents within the Regeneration Areas;
 - Improvements to the local environment of the Regeneration Areas; and
 - Opportunities to reduce crime and to enhance community safety.
12. This goes on to say that *"Within these Regeneration Areas the Council will support appropriate development(s) that will reduce inequalities, secure regeneration benefits; create truly sustainable communities; and make positive contribution(s) to achieving the Plan's Strategic Objectives and relevant Place Objectives..."*.
13. Whilst the proposed development is considered to be in accordance with some aspects of this policy, for reasons set out elsewhere in this report the scheme is not considered to represent an improvement in terms of the quality of design of the Borough's housing stock. It would also be at odds with some of the Council's Strategic and Place Objectives, for example S08 (protect the historic built environment) and the associated STO22.

Housing mix:

14. The NPPF at paragraph 61 requires local planning authorities to plan for an appropriate mix of housing to meet the needs of its population and to contribute to the achievement of balanced and sustainable communities. This approach is supported by Core Strategy Policy L2, which refers to the need to ensure that a range of house types, tenures and sizes are provided.
15. Core Strategy Policy L2.4 states that the Council will seek to achieve a target split of 70:30; small:large (3+ beds) residential units with 50% of the small homes being suitable for families. Of the 56no apartments proposed, 17no will be one-bed units, 38no will be two-bed units and 1no will be a three-bed unit. It is acknowledged that the split of units would not meet the target set out in Policy L2.4 however on balance, and given the Council's housing land supply position, it is not considered that the mix of units should constitute a reason for refusal in this instance.
16. Most of the apartments would not meet the nationally described space standards which would contribute to a poor standard of amenity for future residents of both the market and affordable units, as discussed later in this report.

Affordable housing:

17. The proposal includes provision of 10 per cent affordable housing on site. This is in accordance with Core Strategy Policy L2 which seeks to secure 10 per cent affordable housing within a 'cold' market location in 'good' conditions. The submitted Planning Statement notes that at least half of these would be suitable for families with a 50:50 split of social/affordable rented units. Officers are satisfied that the proposed development would not perform differently to 'generic' developments in viability terms, and the application is therefore acceptable in this respect.

Summary on principle of development:

18. The principle of the demolition of the existing buildings and their replacement with residential development is considered acceptable. However, for reasons set out in full later in this report, the assessment of the scheme against NPPF policies relating to heritage 'provides a clear reason for refusing the development proposed' as outlined in NPPF paragraph 11(d)(i). There are also other issues relating to the design, siting, scale, massing and bulk of the development, the lack of good quality amenity space and the lack of parking provision which weigh against the proposal.

IMPACT ON HERITAGE ASSETS

19. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises that *“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*
20. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance, including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. This policy does not reflect case law or the tests of ‘substantial’ and ‘less than substantial harm’ in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out-of-date and can be given limited weight.
21. Paragraph 193 of the NPPF establishes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The NPPF sets out that harm can either be substantial or less than substantial. There will also be cases where development affects heritage assets but from which no harm arises. Significance is defined in the NPPF as ‘The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.’ Setting of a heritage asset is defined in the NPPF as ‘The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’.
22. The closest listed buildings to the application site and those most likely to be affected by the development are the Grade II listed Gorse Hill Park Entrance Portal and Lodges and Great Stone, which are situated immediately to the south of the application site. The Grade II listed Stretford War Memorial is located immediately opposite the Entrance Portal on the western side of Chester Road.
23. The Gorse Hill Park Entrance Portal and Lodges are significant for their architectural and illustrative historic values. Formerly one of the entrances to Trafford Hall, the mid-19th century Portal and Lodges are constructed from ashlar stone with ornate detailing in a classical style with richly decorated cast iron gates. The Portal and Lodges occupy a prominent position on Chester Road and the imposing structure has landmark quality providing a pedestrian entrance to

Gorse Hill Park. The quadrant walls enclose the forecourt in an arc to reflect and align with the Memorial opposite. The structure was moved to its current location in the 1920s following the opening of Gorse Hill Park in 1923. The Park provides an open, landscaped setting to the Portal and Gates presumably redolent of the historic parkland at Trafford Hall. The listed building is experienced from outside and within in the park in conjunction with the application site.

24. The Stretford War memorial was erected in 1923, designed by sculptors J. and M. Patterson and constructed from ashlar stone with bronze inscriptions. The Memorial is dedicated to the First World War and occupies a prominent position on Chester Road opposite the Gorse Hill Park Gates. The Grade II listed structure is significant for its architectural, artistic, illustrative historic and communal values.
25. The Great Stone lies within the forecourt to Gorse Gill Park Gates and is also listed at Grade II. The stone is likely to be the base of a medieval cross, used later as a plague stone and is significant for its evidential and illustrative historic value.
26. The application proposes a large 'L' shaped apartment block comprising five storeys to Chester Road with four storeys to Gorse Hill Park. With the exception of the vehicular access, the development fills the depth of the plot adjacent to the southern boundary.
27. The Council's Heritage Development Officer has been consulted on the application and has raised significant concerns regarding the impact of the development on the setting of this group of designated heritage assets, in particularly that of the Gorse Hill Gates. The proposed increase in density and extent of built form across the site is considered to harm the appreciation and experience of the Portal and Lodges and the War Memorial. It is considered that the development, in terms of its height, massing, scale and siting will cause harm to the setting of both these designated heritage assets. It is acknowledged that there will be no harm to the Great Stone, as set out in the submitted Heritage Statement. Planning officers share the concerns of the Heritage Development Officer.
28. The proposed views submitted with the application show the significant impact this development will have on Gorse Hill Gates, in particular the view towards the north and from Chester Road. The former indicates the depth of the apartment building running along the southern boundary of the application site. The development, now at a height of five and four storeys would form the backdrop of the northern lodge of the Gates and would visually detract from the architectural interest of this Grade II listed building. Furthermore, the experience of the Gates from Gorse Hill Park, in views looking west would also be harmed by the scale and dominance of the apartment block.

29. In the view looking north, the visualisation indicates a development which is almost double the height of the Gates. Whilst this shows a scheme which is a storey greater in height than now proposed, it is clear that a five/four storey building is still too great in this location, as shown on the proposed elevations and section. The close proximity between the two buildings would also result in an overbearing development. This would greatly detract from the architectural quality and distinctive silhouette of Gorse Hill Gates and its relationship with the War Memorial. The positioning of the apartment block forward of the Grade II listed building will further exacerbate its dominance.
30. Local Planning Authorities are required to avoid or minimise any conflict between a heritage asset's conservation and any aspect of the proposal, as set out in NPPF paragraph 190. Whilst the height of the proposed development has been reduced by one storey during the course of the application, this is not considered to have reduced the level of harm to the heritage assets by a sufficient degree to render the scheme acceptable in heritage terms. Overall, it is considered that the proposed development would result in major harm to the significance of Gorse Hill Entrance Portal and Lodges and moderate harm to the significance of Stretford War Memorial. In NPPF terms, this is deemed to constitute 'less than substantial' harm to the significance of the Grade II listed Gorse Hill Park Entrance Portal and Lodges and the Grade II listed Stretford War Memorial, due to the identified impact on their setting. There are degrees of 'less than substantial harm' (substantial harm equating to total loss or destruction of an asset) and it is considered that the less than substantial harm here would be towards the upper end of the scale. The applicant has not provided a clear and convincing justification for this harm as required by paragraph 194.
31. Paragraph 196 of the NPPF states that *"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use"*.
32. It is acknowledged that there are some public benefits associated with the proposed development, namely the provision of new housing to contribute towards the Council's housing supply (albeit not of a mix which accords with the Core Strategy targets, and not meeting the nationally described space standards), as well as the provision of a policy compliant level of on-site affordable housing. These benefits are not, however considered to outweigh the harm to the heritage assets identified above, particularly given that these benefits could be secured as part of an alternative residential scheme which addresses the impacts set out above. As such, the application is considered to be unacceptable in this respect. In arriving at this conclusion, considerable importance and weight has been given to the desirability of preserving the nearby listed buildings.

SCALE, MASSING AND SITING

33. Policy L7 of the Trafford Core Strategy states that *“In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan”*. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up-to-date as it comprises the local expression of the NPPF’s emphasis on good design and, together with associated SPDs, the Borough’s design code. It can therefore be given full weight in the decision making process.
34. Paragraph 124 of the NPPF states that *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*. Paragraph 130 states that *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions”*.
35. The application proposes the erection of a building with a height of five storeys towards the front of the site, decreasing to four storeys towards the rear of the site with an L-shaped footprint. The height, scale, massing and resultant bulk of the proposed building is considered to be far too great in this location, which together with its form and siting is not reflective of the character or urban grain of the surrounding area. The building would be a visually intrusive feature in the street scene and would have a dominating impact on the streetscene generally, the adjacent Gorse Hill Park and listed buildings (as discussed above).
36. The applicant engaged in pre-application planning discussions with the Council, following which detailed advice was provided in terms of what was required from the scheme in order to render it acceptable in planning terms. Whilst this advice was provided in relation to an earlier iteration of the scheme, the same principles apply and much of the advice remains of relevance in relation to the current proposals. Amongst other comments, it was advised that the scale of development should not exceed four storeys in height at any point and the development should be set back to the building line of 851 Chester Road to enhance the setting of Gorse Hill Gates and the Great Stone. In addition, it was advised that the scale and massing of the proposed development was not considered to be in keeping with the character of the area. Officers note that this advice has largely been disregarded in the current submission and the concerns raised at pre-application stage have not been addressed.

37. Within the application, comparisons are drawn with the existing buildings on site in terms of height and footprint, however such comparisons are wholly misleading. The proposed development comprises a single mass covering a significant part of the site which is not comparable to the two and three storey buildings on site. These existing buildings also feature pitched roofs with gable and dormer features which help to break up the mass and bulk of the development as a whole. The proposed five storey part of the block however has a frontage which occupies almost the full width of the site with no variation or relief in the height of the proposed development across this frontage, exacerbating its impression of bulk. Furthermore, there is little relief in the massing or modelling of the proposed block – a single building running five storeys across almost the entire site frontage, with one step down in height before running almost the entire depth of the site on its Gorse Hill Park side. No consideration has been given to the prevailing residential character or urban grain of the area, which is generally two to three storeys in height. The application also draws comparisons with Burleigh Court opposite the site in terms of its height, however this has just three storeys in elevation with the upper storey being contained within the roof space. This gives a much reduced impression of height than the proposed development, which presents an elevation of five storeys to the street scene with, as stated above, no variation or relief. Moreover, the depth of Burleigh Court is only a fraction of that of the proposed development and therefore the massing of the proposed development is significantly greater. It is considered wholly misleading to seek to suggest that the two developments will have a similar visual impact on the streetscene.
38. The proposed site layout and built form is considered to be out of keeping with the existing residential character and urban grain which, as can be seen from aerial photography, is generally formed from much smaller blocks of development. A key issue in this respect is the depth of the proposed building, particularly the element adjacent to the southern boundary which extends almost to the rear boundary of the site. Development along Chester Road is generally set away from the park boundary and this proposal would introduce a four and five storey mass, which in combination with its siting and depth within the site would have a dominating effect on Gorse Hill Park and on views from the park, and consequently would be very much out of character with other development surrounding the park. The building which currently has the most dominant effect on the park is the apartment block to the west of the listed gates ('The Park'), however this is a far smaller development and is generally read as a three storey building with a fourth storey set within a pitched roof, and sits well away from the park boundary. Officers consider that the proposed development would have a significantly greater impact on Gorse Hill Park than this adjacent development, as well as on the listed entrance portal and lodges (as discussed earlier in this report).
39. As set out elsewhere in this report, the cramped nature of the development is such that no space is available at ground level for outdoor amenity space and

very little space is available for enhancements to soft landscaping. The remaining site not occupied by the proposed building is dominated by a large car park and access route which does little to soften the impact of the building itself. This serves to demonstrate that the scale and amount of development proposed far exceeds the level which the site can comfortably accommodate.

40. Whilst being somewhat dated, the Council's SPD2: A56 Corridor Development Guidelines remains an adopted Supplementary Planning Document and carries some weight in the decision making process. This places the application site within Section 8 (Gorse Hill) of the A56 which SPD2 describes as follows:

"Although indistinct in character, the general profile not exceeding three storeys in height is maintained throughout this length with the exception of the twelve storey Trafford House and six storey City Point office blocks".

41. The two exceptions referred to are situated further to the north-east of the application site and have a very different setting. This description identifies that the prevailing scale of this part of the A56 is considerably smaller than that which is proposed under the current application. SPD2 goes on to say that *"In order to protect and enhance existing views, new development along the A56 should not, in terms of its scale or mass, block existing views of prominent landmarks or areas of character as seen from the street"*. This supports the conclusions reached in this report in terms of the detrimental impact the development will have on the listed buildings and Gorse Hill Park. Finally, the SPD2 notes that new development should generally be *"of a smaller scale and mass to fit within the context of the historic character and form of buildings along the route"*. This supports Officers' view that the scale and massing of the proposed development is unacceptable and out of keeping with the prevailing urban grain.
42. The National Design Guide sets out ten characteristics which illustrate the Government's priorities for well-designed places, including identity, built form, movement, nature and public spaces. The proposed development is not considered to reflect the overall aims of this guidance document for reasons set out above, in particular with regard to its response to the site's context, its identity and built form.
43. It is acknowledged that within the Council's Draft Civic Quarter Area Action Plan (approximately 200m to the north of the site), there are proposals for much taller development with greater mass than currently proposed within this application, albeit not for L-shaped blocks such as this. The submitted Design and Access Statement makes reference to this and seeks in part to justify the scale of the proposed development on this basis. Officers however consider that the context of this site is very different than that of the Civic Quarter with a tighter urban grain of generally smaller blocks of development, being adjacent to Gorse Hill Park and the listed buildings referred to above. The site is outside of the Civic Quarter Area in any event and it is not considered justifiable or appropriate to apply the

policies or principles set out in the Draft Area Action Plan to the current application. It should also be noted that the protection and celebration of heritage assets is a key policy and objective of the Civic Quarter AAP and tall building proposals will be assessed in this context.

44. Given the above, the proposed development is considered to be unacceptable in terms of its scale, massing, siting and site layout. As a result of this, the development is considered to be visually intrusive in the street scene, would not be reflective of the surrounding urban grain and character, and would also have a dominating impact on the adjacent Gorse Hill Park and listed buildings. For these reasons, the development is considered to constitute the overdevelopment of the site and would represent poor design, therefore failing to comply with Policies L7 and R1 of the Core Strategy, Section 12 of the NPPF, the Council's adopted SPD2 and relevant guidance contained within the NPPG and National Design Guide.

RESIDENTIAL AMENITY

45. Policy L7 of the Trafford Core Strategy states that *"In relation to matters of amenity protection, development must: Be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and / or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and / or disturbance, odour or in any other way"*.

Neighbouring properties:

46. The site is immediately opposite a four storey apartment building (Burleigh House) and a two storey dwellinghouse on the western side of Chester Road. These are approximately 35m away from the proposed building at the closest point, with habitable room windows facing the development site. This distance would accord with the Council's adopted 'Planning Guidance: New Residential Development' (PG1) which seeks to ensure a gap of 24m is maintained between facing windows across a public highway. There is not considered to be a detrimental impact on the amenity of the occupiers of these properties as a result of the proposed development.
47. An apartment building ('The Park') is located approximately 45m to the south of the application site, just beyond the listed entrance portal to Gorse Hill Park. This neighbouring property has four storeys of accommodation, albeit the uppermost storey is largely contained within the roof space, with several dormer windows present. This appears to have some habitable room windows which face towards the application site. Again, the above separation distance is sufficient to comply with the relevant guidance set out in PG1 and the proposed development is not considered to have a detrimental impact on the amenity of the occupiers of this building.

Future residents:

48. PG1 seeks to ensure that new dwellings provide some private outdoor space and notes that this does not include front or side garden areas open to view from roads, nor space needed to comply with parking standards. This states that for flats, approximately 18sqm of screened communal space per flat is generally sufficient, with balconies contributing to this provision. 40no of the 56no proposed apartments would have private balconies, albeit these only measure between approximately 4sqm and 6.5sqm each and are not likely to adequately serve their intended purpose. The application also proposes a rooftop garden accessible for all residents of the building, measuring 357sqm which equates to 6.4sqm per apartment.
49. Whilst it is acknowledged that the figures set out in PG1 are only intended as guidance, it is clear that the amount of outdoor amenity space to be provided for future residents is insufficient. The site would be dominated by the proposed building and hard surfaced parking area, with no space available for any amenity space at ground level due to the cramped nature of the layout, hence the need to accommodate some of this at roof level. This in itself is not a desirable arrangement, with the necessary railings and other structures likely to add to the building's overall impression of height, which is already considered to be too great. The PG1 requirement for amenity space would equate to approximately 1,000sqm in total, which is acknowledged to be a significant amount for a site of this size. However this serves to demonstrate that the overall scale of development and number of units proposed is too great for this site and does not allow for a sufficient amount of meaningful, good quality outdoor amenity space to be provided. Notwithstanding the presence of the public park to the rear of the site, all residents should have access to good quality private outdoor amenity space and this would not be delivered as part of the current proposals. Furthermore, and as noted earlier in this report, most of the dwellings would not meet the nationally described space standards so the poor level of amenity is exacerbated and also indicates an overdevelopment of the site.
50. Given the above, the application is considered to be unacceptable in this respect, failing to comply with the Core Strategy requirement of not prejudicing the amenity of the future occupiers of the development (Policy L7), the NPPF requirement to deliver a high standard of amenity for future users (paragraph 127) and guidance contained within the Council's adopted PG1.

NOISE

51. Policy L7 of the Trafford Core Strategy states that *"In relation to matters of amenity protection, development must: Be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and / or*

occupants of adjacent properties by reason of...noise and / or disturbance...or in any other way”.

52. The application is accompanied by a Noise Impact Assessment (NIA). This evaluates traffic noise levels from Chester Road (A56) and advises as to any necessary noise mitigation measures for the proposed development. The Assessment concludes that an appropriate noise mitigation scheme, including upgraded glazing and ventilation for the most exposed living rooms and bedrooms is required in order to meet the appropriate acoustic design criteria and thus safeguard residential amenity. Specifically in relation to proposed balconies/terraces in the most sensitive locations (shown on the indicative elevations), the Assessment recommends the installation of a 1.2m high solid balustrade, such as glass, masonry or timber, in order to reduce noise levels for residents using these spaces, especially when in a seated position.
53. The Council's Pollution and Housing section has been consulted and notes that the rear of the site is immediately adjacent to sports pitches associated with Stretford Sports Village. These pitches could be used frequently and into the evening on a regular basis and as such, it was recommended that the NIA is expanded to determine the likely impact from the use of these pitches, particularly at the most sensitive times. Given the lack of use of these pitches due to the current Covid-19 restrictions, it is not possible to obtain representative readings for these noise levels. If the application were otherwise recommended for approval, conditions could be imposed to address this issue, and that of any noise from fixed plant.

AIR QUALITY

54. Policy L5 of the Trafford Core Strategy states that *“development that has potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place”*. Policy L5 is considered to be up-to-date in this regard and so full weight can be attached to it.
55. Paragraph 181 of the NPPF seeks to ensure that opportunities to improve air quality or mitigate impacts are identified, with the presence of Air Quality Management Areas being taken into account. The application site is partly within the Greater Manchester Air Quality Management Area which is designated for the potential exceedance of the annual mean nitrogen dioxide (NO₂) air quality objective.
56. The application is accompanied by an Air Quality Assessment (AQA) which determines the potential impacts of the development on local air quality during the construction and operational phases and seeks to establish the suitability of the site for residential use in that regard. This concludes that the additional traffic arising from the operation of the development is not likely to have a significant

impact on local air quality. In addition, the AQA concludes that the existing air quality around the development site is acceptable for residential accommodation. Impacts of dust from the construction phase of the development are predicted to be not significant with the implementation of appropriate mitigation measures.

57. The Council's Pollution and Housing section has been consulted and does not raise any objection to the application with regard to matters of air quality. This would be, if the development was otherwise recommended for approval, subject to a planning condition to control construction and pre-construction phase impacts (a Construction Environmental Management Plan). It is also recommended that a condition is attached to any consent issued requiring at least ten per cent of all car parking spaces to have electric vehicle charging facilities.

HIGHWAY MATTERS

58. Policy L4.8 of the Trafford Core Strategy states that *"when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way"*. This goes on to say at L4.14 that *"Maximum levels of car parking for broad classes of development will be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion"*.

59. Paragraph 109 of the NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*. Given the more stringent test for the residual cumulative impacts on the road network set by the NPPF, it is considered that section L4.8 of this policy should be considered to be out-of-date. The remainder of Policy L4, including the adopted car parking standards, is considered to be consistent with the NPPF and therefore up-to-date for decision making purposes.

Impact on highway network:

60. A Transport Statement (TS) has been submitted to accompany the application. It is noted that this is based upon the original 69-unit scheme and as such, trip generation figures and parking requirements would be slightly reduced from those stated. With regard to the impact of the development on the surrounding highway network, the TS concludes that the scheme will generate approximately 11no two-way net trips during the AM peak hour and 17no two-way net trips during the PM peak hour. This equates to around one additional vehicle

movement every 6 minutes during the AM peak hour and one additional vehicle movement every 3.5 minutes during the PM peak hour at the site access, which will decrease further once distributed on the wider highway network. The TS states that this increase in traffic will be imperceptible when having regard to the daily fluctuations in traffic and will not have a material impact on the operation or safety of the local highway network. The Local Highway Authority (LHA) has been consulted and does not raise any objections in this respect. The proposed development is not considered to have a material detrimental impact on the surrounding highway network.

Access:

61. The application proposes that vehicular access into the site is taken from the existing access point towards the southern end of the boundary with the A56, adjacent to the entrance to Gorse Hill Park. An access road would be provided adjacent to the southern site boundary to connect to the parking area at the rear of the site. This road would also provide access to the visitor/drop-off parking bays to the front of the site. Visibility splays of 2.4m x 43m would be provided from this access point, and the LHA confirms that this would ensure highway safety is not compromised. The LHA advises that any gates should be located a minimum of 10m from the highway boundary and should open away from the highway. This could be secured by an appropriately worded planning condition.
62. It is proposed to provide a pedestrian access point to the development directly from the pavement of the A56, where an existing vehicular access point is located. That pedestrian access would lead via a paved pathway directly to an entrance into the new building and a defined walkway around the building with access to the rear entrance. Cycle access is taken directly from the pavement with a defined walkway to the cycle store. The proposed pedestrian and cycle access arrangements are considered to be acceptable.

Car parking:

63. Based upon the Council's adopted SPD3: Parking Standards and Design, within this location each one-bed unit requires up to one car parking space and each two- or three-bed unit requires up to two car parking spaces. The proposals now include 56no apartments, consisting of 17no one-bed units, 38no two-bed units and a single three-bed unit. On this basis, a maximum of 95no car parking spaces are required to meet the SPD3 parking standards. The proposals include 23no car parking spaces, incorporating 2no disabled spaces and 3no electric vehicle charging spaces. SPD3 advises that disabled parking provision should be negotiated on a case-by-case basis and notwithstanding the parking issues raised below, this is considered to be an appropriate level as a proportion of the total parking provision. Two visitor/drop-off parking bays are also proposed. Overall, this equates to a shortfall of 70no spaces from the SPD3 maximum standards based on the visitor spaces being included within the calculation.

64. The submitted TS seeks to justify this shortfall based upon the sustainable nature of the site and its accessibility by modes of travel other than the private car. This states that the application site is within walking distance of Salford Quays, Stretford Town Centre and Trafford Park Industrial Estate, within cycling distance of Manchester City Centre and is easily accessible by public transport to a number of key locations throughout the region. This also highlights that the site is within walking distance of the Civic Quarter Masterplan area which aspires to provide a number of additional mixed-use facilities, and that Transport for Greater Manchester has calculated the site as having a relatively high level of accessibility.
65. The LHA accepts that the application site is located in a sustainable area close to public transport links, however it is noted that accessibility to public transport does not necessarily negate car ownership. The LHA advises that 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. On this basis, the LHA recommends that further justification is provided by the applicant to demonstrate that the level of car parking proposed will be sufficient and will not impact on the amenity of surrounding residents through 'overspill' parking on nearby streets.
66. The applicant has sought to provide some further information, however this simply restates the information already provided within the Transport Statement. There is no detailed site-specific assessment, with reference simply being made to other approved schemes with a lower proportion of parking provision. These schemes would have been required to provide justification for the level of parking in their own right, and the acceptability of a certain ratio of car parking spaces in one location does not necessarily indicate that the same ratio would be acceptable elsewhere. Reference is also made to a car club, although this is 1.5km away and not likely to be attractive to future residents of this development. The Transport Statement does note that some Traffic Regulation Orders (TROs) are present to some extent within the surrounding highway network, however there is no detailed analysis of this or potential impacts from overspill parking, in particular on the residential streets to the west of the A56 and those to the south of Gorse Hill Park. Whilst future residents may be aware that they would not have access to a designated parking space within the site, this may not necessarily discourage them from owning a car if there is the option to park it within walking distance of their home.
67. Officers acknowledge that there is a need to encourage the use of more sustainable means of transport and for developments not to rely on the use of the private car. However, such a significant reduction from the adopted car parking standards as that currently proposed would need to be justified on a site-specific basis, and it is not considered that a sufficient level of detailed information has

been provided to adequately demonstrate the acceptability of the development in this respect, or to demonstrate that the scheme would not cause unacceptable harm to existing residents living close to the site as a result of potential overspill parking. As such, the application is unacceptable in this respect, failing to demonstrate compliance with Policies L4 and L7 of the Core Strategy and the adopted car parking standards contained within SPD3.

Cycle parking:

68. SPD3 seeks to secure 1no allocated or 1no communal cycle parking space for each one-bed apartment and 2no allocated or 1no communal space for each two- or three-bed apartment. This equates to a total requirement of 56no communal spaces, or 95no allocated spaces.
69. A total of 94no communal cycle parking spaces are to be provided within the proposed building itself which significantly exceeds the SPD3 requirement. The application is therefore considered to be acceptable in this respect.

Servicing:

70. The application indicates that refuse and recycling storage facilities will be provided at ground floor level within the building for access by residents. External doors will enable refuse and waste to be moved to a dedicated collection area towards the front boundary of the site, as indicated on the submitted plans. The LHA does not raise any concerns with this arrangement, providing the emptied bins are returned to the internal refuse store following collection days. A condition to this effect should be attached to any consent issued.

TREES AND LANDSCAPING

71. Policy R3 of the Core Strategy seeks to protect and enhance the Borough's green infrastructure network. Policy R5 states that all development will be required to contribute on an appropriate scale to the provision of the green infrastructure network either by way of on-site provision, off-site provision or by way of a financial contribution. Both policies are considered to be up-to-date in terms of the NPPF and so full weight can be afforded to them.
72. Paragraph 127 of the NPPF states the planning decision should ensure that developments are "*visually attractive as a result of...appropriate and effective landscaping*".
73. The application is accompanied by an Arboricultural Survey which confirms that two category 'B' trees are present within the site, one of which is stated as providing wider visual amenity in the local landscape. Both these trees would need to be removed to facilitate the proposed development. Officers are satisfied that these trees can be removed, providing appropriate mitigation is delivered in

the form of replacement planting. A condition should be attached to any consent issued requiring the submission of a detailed landscaping scheme as part of a future reserved matters application for 'landscaping'. The Council's Arboriculturist has been consulted and notes that there are third party trees that might be within influencing distance of the development and as such, an Arboricultural Impact Assessment will be required at reserved matters stage. This should also be conditioned with any consent issued.

74. Whilst approval is not being sought for landscaping, indicative areas of soft landscaping are shown on the proposed site plan. This constitutes a strip of 'amenity grass' and a number of trees to the front of the proposed building, as well as shrub and herbaceous ornamental planting adjacent to the site boundaries. A number of trees are also proposed adjacent to the rear boundary of the site. Subject to an appropriate, detailed landscaping scheme being provided at reserved matters stage, Officers are satisfied that the area to the front of the building is of a sufficient size for some meaningful landscaping to be delivered.

75. The areas proposed for ornamental planting to the rear and side boundaries are generally very narrow and are unlikely to be of a size which could support any meaningful, good quality planting. The rear part of the site, including the car park is dominated by hard surfacing and leaves virtually no room available for soft landscaping or amenity space (as discussed elsewhere in this report). Officers consider that it is important for the site to be suitably softened with planting, given the proximity of the site to Gorse Hill Park, the verdant character of these surroundings and the scale and mass of the proposed development.

76. Given the above, Officers consider that the footprint of the proposed building, together with the dominance of hard surfacing would provide insufficient space for an acceptable amount of soft landscaping or amenity space to be delivered. On this basis, the application would fail to comply with Core Strategy Policies L7, R3 and R5 and Section 12 of the NPPF and is unacceptable in this respect.

ECOLOGY

77. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. In addition, Paragraph 118 of the NPPF states that *"if significant harm resulting from a development cannot be avoided...adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused"*. Policy R2 of the Core Strategy is considered to be compliant with the NPPF and therefore up-to-date as it comprises the local expression of the NPPF's emphasis on protecting and enhancing landscapes, habitats and biodiversity. Accordingly, full weight can be attached to it in the decision making process.

78. The application is accompanied by an Ecological Survey and Assessment. This does not identify any significant ecological issues and concludes that the proposed development can be achieved with no adverse effect on designated sites for nature conservation, ecologically valuable habitats and protected species. Recommendations are made regarding the protection of existing off-site habitats, bats, birds, additional planting and ecological enhancement measures.
79. The Greater Manchester Ecology Unit has been consulted and confirms that there are no objections to the development in this respect, subject to the imposition of a number of conditions and informatives, were the application to be recommended for approval. These relate to further bird nesting surveys, an invasive species method statement and natural environment enhancement measures.

FLOODING AND DRAINAGE

80. Policy L5 of the Trafford Core Strategy states that *“the Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location”*. At the national level, NPPF paragraph 163 has similar aims, seeking to ensure that development is safe from flooding without increasing flood risk elsewhere. Policy L5 is considered to be up-to-date in this regard and so full weight can be attached to it.
81. The application site falls within Flood Zone 1 as defined by the Environment Agency, having a low probability of river or sea flooding. The proposed use is considered to constitute a ‘more vulnerable’ use in flood risk terms, as defined by the NPPG. The flood risk vulnerability and flood zone compatibility table contained within NPPG identifies this form of development as being ‘appropriate’ in this location.
82. The applicant has submitted a SuDS/Drainage Strategy to accompany the application. The Lead Local Flood Authority has been consulted and does not raise any objections to the application subject to appropriate conditions being imposed on any consent issued. These relate to the submission of an appropriate surface water drainage scheme and a management/maintenance plan for such a scheme. On this basis, the application is considered to be acceptable in this respect.

DEVELOPER CONTRIBUTIONS

83. The proposed development would be liable to a CIL (Community Infrastructure Levy) rate of £0 per sqm, constituting apartments in a ‘Cold’ charging zone.
84. The proposal includes provision of 10 per cent affordable housing on site. This is in accordance with Core Strategy Policy L2 which seeks to secure 10 per cent affordable housing within a ‘cold’ market location in ‘good’ conditions. The

submitted Planning Statement notes that at least half of these would be suitable for families with a 50:50 split of social/affordable rented units. Officers are satisfied that the proposed development would not perform differently to 'generic' developments in viability terms, and the application is therefore acceptable in this respect.

OTHER MATTERS

Security and safety:

85. Policy L7.4 of the Trafford Core Strategy states that, in relation to matters of security, development must demonstrate that it is designed in a way that reduces opportunities for crime and must not have an adverse impact on public safety.
86. A Crime Impact Statement (CIS) has been submitted alongside the application and makes a number of recommendations, namely ensuring the access road and car park are secure, defining and protecting the boundaries of the site with the adjacent park, installing windows rather than balcony doors at ground floor level and providing robust access controls into the building.
87. Greater Manchester Police's Design for Security section has been consulted and does not raise any objections to the development, subject to a condition requiring the implementation of the physical security specifications set out within the submitted CIS.
88. On this basis, it is considered that the proposed development would be acceptable with regard to matters of security and safety subject to the condition outlined above.

Equalities:

89. The Equality Act became law in 2010. Its purpose is to legally protect people from discrimination in the workplace and in wider society. The Act introduced the term 'protected characteristics', which refers to groups that are protected under the Act. These characteristics comprise: age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
90. As part of the Act, the 'public sector equality duty' came into force in April 2011 (Section 149 of the Act), and with it confirmed (via Section 19 of the Act) that this duty applies to local authorities (as well as other public bodies). The equality duty comprises three main aims: A public authority must, in the exercise of its functions, have due regard to the need to:
 1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

91. Case law has established that appropriate consideration of equality issues is a requirement for local authorities in the determination of planning applications, and with this requirement directly stemming from the Equality Act 2010.

92. The applicant has provided a statement which sets out how the application has addressed matters of equality. This confirms that no individuals or groups would be discriminated against or prevented from using the development, and notes that marketing of all units for affordable housing and market housing will have regard to the Equality Act 2010. This also states that inclusive access to the apartments would be provided via a dedicated secure residents lobby area, accessed from Chester Road. Upper floors would be accessed via Part M (Building Regulations) compliant lifts and ambulant disabled stairs. Ramps are also intended to be used to provide level access at all entry points into the building, whilst level access has also been designed from the car park which includes disabled parking bays.

93. Officers are satisfied that no disbenefits have been identified in this respect and on this basis, the proposed development is considered to have appropriately addressed matters of equality.

CONCLUSION AND PLANNING BALANCE

94. The Council cannot demonstrate a five year housing land supply. As such, paragraph 11(d) of the NPPF is engaged.

95. Considerable importance and weight has been given to the desirability of preserving the setting of the identified designated heritage assets. The public benefits of the proposals are not considered to outweigh the less than substantial harm to the significance of the nearby listed buildings identified in this report. As such, the development is specifically restricted by paragraph 11(d)(i) of the NPPF, given that the application of policies in the NPPF that protect areas or assets of particular importance (in this case, heritage) provides a clear reason for refusing the development proposed. There is no need to assess the application against the tilted balance in Paragraph 11(d)(ii).

96. In addition to the above, the proposed development is considered to represent poor design, is unacceptable in terms of its scale, massing and siting, would not be reflective of the surrounding urban grain and would also have a dominating and adverse impact on the adjacent Gorse Hill Park and listed buildings, as well as the character of the area generally. The site would be dominated by the proposed building, parking area and access road, with no space available for any

meaningful, high quality amenity space at ground level and limited space for soft landscaping, due to the cramped and overdeveloped nature of the layout. This would result in a poor standard of amenity for future residents, which would be exacerbated by the failure of most of the apartments to meet the nationally described space standards. NPPF Paragraph 130 is clear: permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Furthermore, insufficient justification has been provided to adequately demonstrate that the level of car parking provision will be sufficient to accommodate the demand arising from the proposed development, and will not result in harm to residential amenity through overspill parking within the surrounding highway network. The benefits of providing additional housing are given significant weight, but a scheme could be brought forward which provides this same benefit but without all the harms which arise.

97. Given the above, the application is recommended for refusal.

RECOMMENDATION:

REFUSE for the following reasons:-

1. The proposed development, by reason of its height, scale, massing and siting would result in major harm to the significance of Gorse Hill Entrance Portal and Lodges and moderate harm to the significance of Stretford War Memorial. This equates to 'less than substantial' harm to the significance of these listed buildings in NPPF terms. There are no public benefits which would outweigh this harm and the application therefore fails to comply with Section 16 of the National Planning Policy Framework and Policy R1 of the Trafford Core Strategy.
2. The proposed development, by reason of its layout, height, scale, and massing would be visually intrusive in the street scene, would be out of character with the urban grain of the surrounding area and would have a dominating impact on the adjacent Gorse Hill Park. For these reasons, the development would represent poor design contrary to Paragraph 130 of the National Planning Policy Framework and would fail to comply with Policy L7 of the Trafford Core Strategy, Section 12 of the National Planning Policy Framework, SPD2: A56 Corridor Development Guidelines and relevant guidance contained within National Planning Practice Guidance and the National Design Guide.
3. The proposed development, by reason of the scale and footprint of the apartment building and the proposed layout of the site, would result in a cramped form of development and a site dominated by hard surfacing and parking areas, with insufficient space available at ground level for good quality soft landscaping or outdoor amenity space. For these reasons, the proposals would constitute an overdevelopment of the site and would represent poor design, contrary to Paragraph 130 of the National Planning Policy Framework. The development

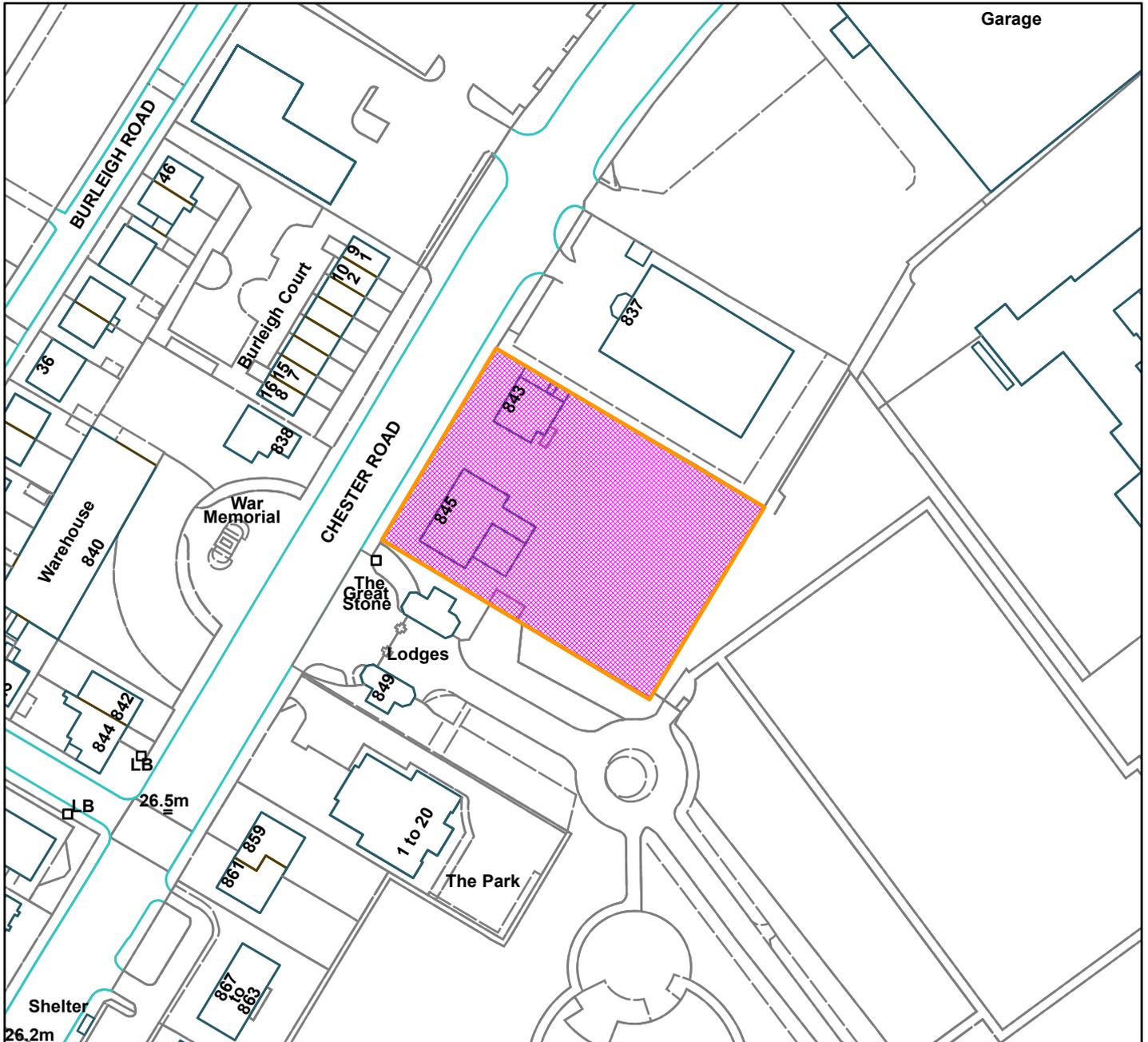
would also fail to comply with Policies L7, R3 and R5 of the Trafford Core Strategy, Section 12 of the National Planning Policy Framework and relevant guidance contained within National Planning Practice Guidance and the National Design Guide.

4. The proposed development would provide an insufficient amount and quality of outdoor amenity space and the small internal dimensions of many of the apartments do not accord with the nationally described space standards, resulting in a poor standard of amenity for future residents. For these reasons, the development would fail to comply with Policy L7 of the Trafford Core Strategy, Section 12 of the National Planning Policy Framework, Planning Guidance 1: New Residential Development and relevant guidance contained within National Planning Practice Guidance and the National Design Guide.
5. Insufficient justification has been provided to adequately demonstrate that the level of car parking provision will be sufficient to accommodate the demand arising from the proposed development, and will not result in harm to residential amenity through overspill parking within the surrounding highway network. For this reason, the application has failed to demonstrate compliance with Policies L4 and L7 of the Trafford Core Strategy and the adopted car parking standards contained within SPD3: Parking Standards and Design.

JD



Greatstone Hotel, 845-849 Chester Road, Stretford (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

Erection of a single storey front and rear extension to the garage and raising of the garage roof height following conversion to habitable living accommodation. Erection of a single storey rear extension to the main dwelling.

5 Pinewood, Sale, M33 5RB

APPLICANT: Mr Richardson

AGENT: N/A

RECOMMENDATION: GRANT

This application is being reported to the Planning and Development Management Committee as it has been called in by Councillor Holden on the grounds of impact on visual and residential amenity, by reason of scale, and parking concerns.

SITE

The application site relates to a 1970s two storey detached dwelling located on the western side of Pinewood, Sale, at the end of the cul de sac. The detached dwellinghouse is sited within a row of properties, which all benefit from an original single storey flat roofed garage, sited beside the properties with no gap to the side boundary. The property also has a flat roofed front porch.

PROPOSAL

The existing garage would be converted to a study / guest room with extensions to the front and rear and the raising of the height of the roof. In addition, a single storey rear extension is proposed on the rear elevation of the main dwelling to form a conservatory.

The proposed rear extension to the garage would project an additional 774mm from the rear elevation of that part of the property. The rear extension to the house would project 3m from the main rear elevation of the dwelling, which is sited slightly further back within the plot. The two rear extensions would not be attached to one another.

The proposed front extension would project forward by 1m from the front of the garage (1m beyond the existing front porch) and would be 3276mm in width, extending to the side boundary of the property as is the case with the existing garage.

Bi-folding glazed doors and double glazed doors are proposed on the rear elevations of the extension to the house and the extension to the garage respectively, with no additional windows proposed on the side elevations. Three rooflights are proposed on the rear elevation of the extension to the main dwelling.

The existing flat roof on the garage / proposed study / guest room would be raised in height by 225mm. The proposed rear extension on the main property would have a lean-to roof with an overall height of 3.4m and an eaves height of 2.3m.

The proposed materials are to match those of the existing property.

Internally the extension would accommodate a conservatory and a guest bedroom.

Value Added

The increase in floor space of the proposed development would be 25.45m².

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

For the purpose of the determination of this planning application, this policy is considered 'up to date' in NPPF Paragraph 11 terms

PROPOSALS MAP NOTATION

CDZ – Critical Drainage Zone

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

Community Forest / Tree Planting - ENV15/ENV16

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and it is regularly updated. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

Amended plans

CONSULTATIONS

None

REPRESENTATIONS

Two representations were received from the occupiers of one neighbouring property. Concerns raised are summarised below:

- Impact on the streetscene as a result of scale
- Loss of amenity due to increase in parking activity
- The proposal is not in keeping with the other properties on Pinewood
- Will alter from link detached to semi-detached properties
- Impact on house valuation
- Discrepancies in relation to the boundary line
- Impact of weight of new building on neighbouring gable end
- Use of the room as residential accommodation
- Removal of existing garage will impact upon existing parking issues

- Use of the garage as residential accommodation would have an adverse impact upon residential amenity in respect of noise
- Concerns regarding drainage
- The increase in height of the garage would have an unacceptable overshadowing impact and restrict light to the rear of the property
- Front extension would reduce the distance to the front boundary of the property for vehicle parking with 6 existing vehicles on the property
- Reduction of off road parking would increase existing congestion problems on the cul de sac
- Concerns regarding the party wall act
- The proposal would not comply with the Human Rights Act in relation to Protocol 1, Article 1 – peaceful enjoyment of possessions and Article 8 – right to respect for private and family life.

The concerns regarding valuation, the party wall act, impact on the gable end of the neighbouring property, the position of the boundary line, drainage and the question of whether the properties would be link detached or semi-detached are not material planning considerations.

The applicant has submitted a Certificate B confirming that notice has been served on anyone who is an owner of any part of the land to which the application relates including the owners of the adjacent property No. 3.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for an extension to an existing residential property within an established built up area and therefore extensions and alterations are acceptable in principle subject to there being no harm to the character and appearance of the property through unsympathetic design and no undue harm to the amenity of neighbouring properties. The proposed development needs to be assessed against the requirements and limitations of Policy L7 of Trafford's Core Strategy.

DESIGN AND APPEARANCE

2. The NPPF, Policy L7 of the Trafford Core Strategy and SPD4 all require that proposed development strives to achieve the highest level of design. Development should improve the character of both the host dwelling and immediate street scene.
3. SPD4 'A Guide to Designing House Extensions and Alterations' sets out specific requirements that all householder developments should strive to achieve in terms of how an extension relates and responds to the character of the existing dwelling house.
4. The main proposed rear extension would be single storey and would project 3m from the existing rear elevation adjacent to the northern side boundary, with a lean to roof ridge height of 3.4m and eaves height of 2.3m. A proposed rear extension would project

774mm from the existing rear of the garage and a proposed front extension would project 1m forward of the existing garage adjacent to the front porch. The height of the flat roof would be raised by 225mm to a total height of 2.7m. It is considered that the scale of the extensions is relatively modest in relation to the original property and would not represent an over-development of the plot.

5. Paragraph 3.7.1 of SPD4 states 'The space between the front of a dwelling and the street is important in defining the character of the street scene. Porches and front extensions should not disproportionately erode this space and should be designed to respect the character and style of the host dwelling and the surrounding area'
6. Whilst the proposed front extension would project forward of the main entrance to the application property, given the staggered layout of the dwellings on the western side of the Pinewood cul-de-sac, it is not considered that the proposed projection of 1m adjacent to the boundary with No 3 would have any adverse impact on the visual amenity of the streetscene, given that it would not project forward of the front elevation of that neighbouring property.
7. The increase in height of the flat roof of the garage to 2.7m would remain subordinate to the host dwelling and neighbouring properties, and would not have any detrimental impact upon the visual appearance of the streetscene. The flat roof is considered to be acceptable in design terms given that it matches the existing flat roofs of the garage and porch of the application property and neighbouring properties and given its modest height and set back from the front elevation of the adjacent property.
8. The window on the front elevation would be acceptably designed and aligned in relation to the existing windows on the front of the property and the proposed materials would be to match the existing house.
9. As such, it is considered the proposed works would result in no harm to the character, design or appearance of the host dwelling or the visual amenity of the street scene or the surrounding area, complying with guidance as laid out within SPD4; and achieving the overall aims of Policy L7 of the Trafford Core Strategy and the NPPF in relation to design.

RESIDENTIAL AMENITY

10. In relation to householder extensions, both the NPPF and Policy L7 of the Trafford Core Strategy strive to ensure that development has no unacceptable negative impacts upon neighbouring or future occupiers. As the development is for a residential extension within an established residential area, the main areas of consideration are overshadowing, overbearing and overlooking.
11. SPD4 sets out specific tests that should be applied to a variety of types of householder extensions to assess their impacts. Paragraphs 3.4.1 – 3.4.9 of SPD4 set out the relevant tests to ensure that rear extension do not have any materially negative impacts.

12. Specifically, Paragraph 3.4.2 states, in relation to the projection of rear extensions, ‘*The most common situation where harm may be caused to the neighbouring property is in the instance of terraced and semi-detached properties however these guidelines also apply to detached properties. Normally, a single storey rear extension close to the boundary should not project more than 3m from the rear elevation of semi- detached and terraced properties and 4m for detached properties. If the extension is set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary (e.g., if an extension is 1m from the side boundary, the projection may be increased to 4m for a semi-detached or terraced extension).*
13. The relationship between the proposed development and adjacent Nos. 3 and 7 Pinewood and properties located on the eastern side of Pinewood and to the rear of the application site, shall be assessed.

No 3 Pinewood

14. The proposed rear extension to the garage would project 2.95m beyond the rear elevation of No 3 Pinewood. The existing siting of the garage means the proposal would project 774mm further to the rear than this existing structure with the flat roof height increasing by 225mm to a maximum height of 2.7m. It is recognised there is a habitable room window located on the rear elevation of No 3 close to the boundary. However, given that this rear projection is compliant with the SPD4 guidance for rear extensions and that the height remains relatively modest, it is considered that the proposed rear extension would not have any unacceptable overbearing or overshadowing impact on the occupiers of this property.
15. The proposed front extension would project 1m forward of the existing property and would not project past the front building line of No 3 given the staggered nature of the properties on Pinewood. As such, it is considered that there would not be any unacceptable residential amenity impact on No. 3 in respect of overshadowing or overbearing impact in relation to this element of the proposals.

No. 7 Pinewood

16. The proposed rear extension to the main house would project 3m from the main rear elevation of the application property and would not project significantly further than the rear elevation of the garage at 7 Pinewood. Given the staggered siting of the properties and the fact that the garage of No. 7 is sited adjacent to the boundary, it is considered that the proposed rear extension would not have any unacceptable overshadowing, overbearing or overlooking impact on the occupiers of this property. The front extension would be positioned away from the boundary with No. 7 and therefore this element would also not have any undue overbearing, overshadowing or overlooking impacts on this neighbouring property.

Properties on the eastern side of Pinewood

17. The proposed front extension would maintain a 31m distance to the terraced dwellings on the eastern side of Pinewood. As such, the proposed extension would have no undue overlooking impact in relation to any of the properties to the front.

Properties to the rear of 5 Pinewood located on Redwood

18. The proposed rear extension would maintain a 7m minimum distance to the rear boundary of the site. Given the single storey nature of the proposals and the existing boundary treatment at the rear, it is considered that the proposed extensions would have no undue overlooking, overbearing or overshadowing impacts on any properties to the rear.
19. Given the above, it is considered that there would be no unacceptable impacts on the residential amenity of any neighbouring property and that the proposed extensions would comply with Policy L7 of the Core Strategy in relation to residential amenity.

PARKING

20. One new bedroom is proposed and no existing parking provision would be lost given that the existing garage does not currently provide a vehicle parking space. SPD3 requires a four bedroom dwelling to provide a maximum of three off road parking spaces. Two spaces would be retained on the frontage of the application property and there is some scope for parking on street on Pinewood.
21. As such, it is considered that the development would maintain an adequate provision of off road parking spaces, complying with Policies L4 and L7 of the Trafford Core Strategy and national guidance.

DEVELOPER CONTRIBUTIONS

22. The proposed development will increase the internal floorspace of the dwelling by less than 100m² and therefore will be below the threshold for charging. No other planning obligations are required.

OTHER MATTERS

23. The objector has referred to the Human Rights Act in relation to Protocol 1, Article 1 – peaceful enjoyment of possessions and Article 8 – right to respect for private and family life. However, in this respect, the rights of neighbours have to be balanced against the rights of the applicant and it is considered that the decision in relation to this application would not contravene the Human Rights Act in respect of either of these provisions.
24. Whilst concerns have been raised about the potential for noise through the party wall, the planning authority would not have any control over the internal layout of the existing

property and, as the use would be residential, it is considered that there is no reason to anticipate any unacceptable noise impacts.

PLANNING BALANCE AND CONCLUSION

25. The proposed extension would be acceptable in terms of design and visual amenity and would have no unacceptable impacts on the residential amenity of neighbouring properties. The proposed development would be acceptable in terms of parking provision. It is therefore considered that the proposed development would comply with Policy L7 of the Trafford Core Strategy and guidance in the NPPF and it is recommended that permission is granted.

RECOMMENDATION:

GRANT subject to the following conditions:-

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 100B, 101B, 103B and 104B, received by the local planning authority on 30/11/2020.

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

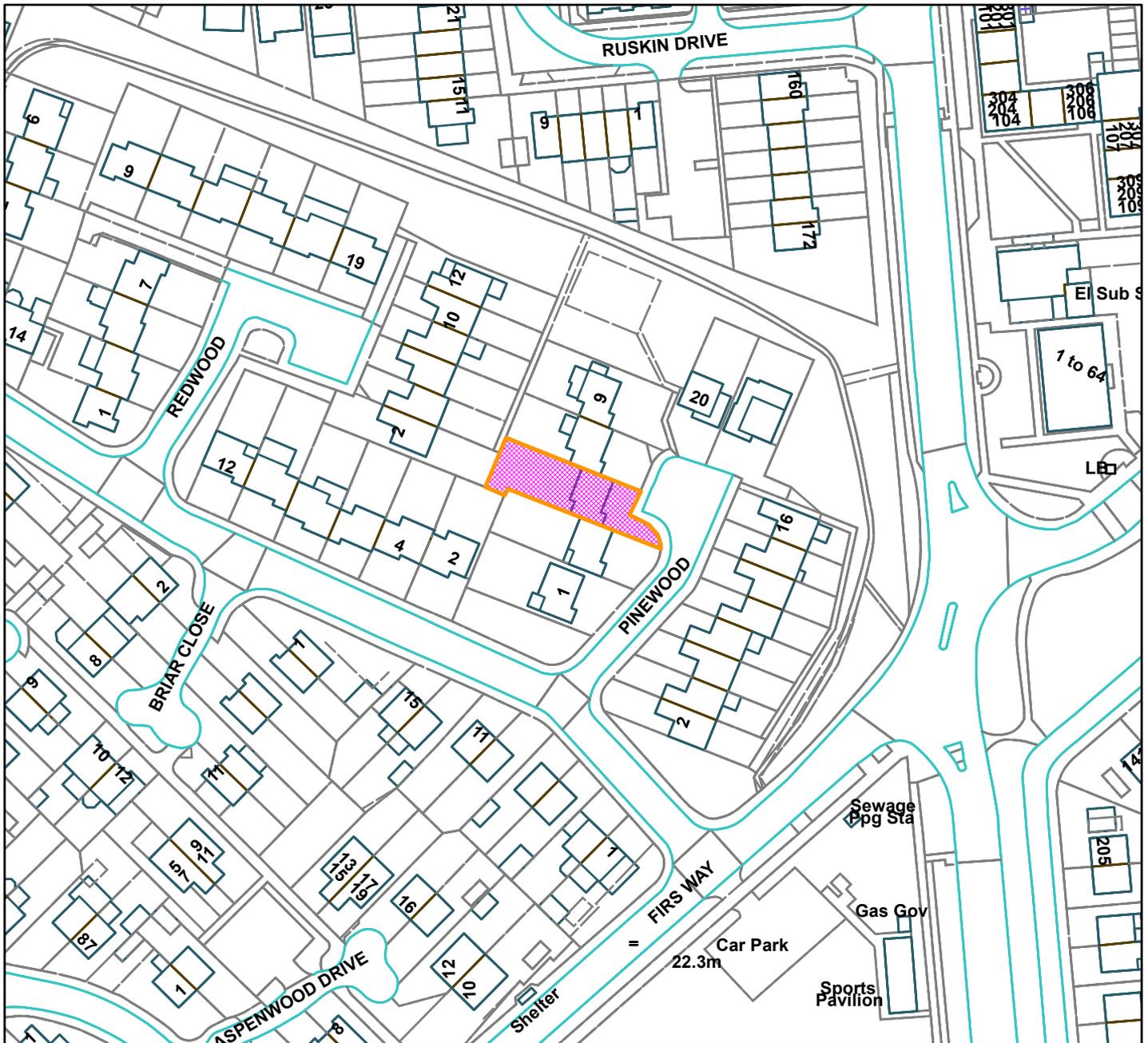
3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

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

RGR



5 Pinewood, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

Erection of a single storey home office with part basement connection to existing house following demolition of existing garage.

60 Broad Road, Sale, M33 2BE

APPLICANT: Mr & Mrs Gray

AGENT: B2 Architecture Ltd

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee due to being called in by Cllr Brotherton due to the design, scale and visual impact of the proposal and potential for commercial activity from the office.

SITE

The site refers to a large two-storey semi-detached dwelling on the corner of Broad Road and Whalley Avenue in Sale. It is sited in a predominantly residential area with access to Worthington Park via Whalley Avenue and is a short distance away from Sale Waterside (600m approx.)

The principal elevation of the dwelling has a main front entrance above a small set of stairs and a single storey bay window to the front, a feature which is repeated on the west side elevation. The main dwelling has a gable roof with a 3-storey outrigger projecting from the rear which is shared with the adjoining property.

Beyond this is an additional single storey flat roofed garage extension. The boundary with the adjoining property constitutes a brick wall which steps across the assumed boundary. This creates a large driveway for the property which is accessed from Whalley Avenue. The remainder of the site constitutes a lawn which wraps around the property and is well screened from both highways by a laurel hedge and low sandstone wall.

PROPOSAL

The proposal seeks permission to build a single storey office with basement following the demolition of the existing garage. The proposed structure would extend from the rear elevation of the outrigger by 11m and be internally connected to the main dwelling from the basement, otherwise access at ground floor would be via external doors on the west elevation.

The extension would measure 11m by 6.5m and be marginally set off the boundary (between 0.3 and 0.5m). The side elevation facing the adjoining property would follow the stepped nature of the boundary wall.

The proposal is for an asymmetrical shallow pitched roof, with an eaves height of 2.7m on the west side and 2.3m on the boundary with no. 62 Broad, with a ridge height of 4m. There would be 4no rooflights on the east side of the roof.

The side elevation of the office, facing Whalley Avenue, would contain a patio-style French door with windows on either side. There would be some hard surfacing adjacent to the side elevation of the proposal replacing some garden lawn.

The increase in floor space of the proposed development would be approximately 50 m².

Value Added

Amended plans were received on 3/11/2020 which showed a reduced depth removing the garage and redesigned fascia on request of the planning. In addition the description has been amended to specify this proposal is for a home office.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7- Design

In relation to paragraph 11 of the NPPF Policy L7 of the Core Strategy is considered up to date and full weight should be given to this policy.

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

SPD4- A guide for designing householder extensions

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) in 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, and was updated on 1st October 2019. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

77194/HHA/20: Erection of a single storey rear extension with basement below and associated alterations to provide additional living accommodation
Approved with Conditions 22 March 2011

APPLICANT'S SUBMISSION

The required plans were received in addition to several letters responding to the objections received.

In response to objections from 60 Broad Lane, 5 and 7 Whalley Avenue two response letters were received from the applicant which have been summarised below.

- Rear wall would be similar in height to existing boundary wall and therefore will not impact on side elevation of 7 Whalley Ave, the basement window does not class as a habitable room and the kitchen window should be frosted
- Satellite and plan imagery added to objection are not accurate
- No loss of greenery as would be on top of existing hardstanding
- Would be no increase in deliveries due to business operation ect

- Brick would match the existing dwelling- proposed doors/windows are for light purposes but open to altering this aspect of design
- Existing extension at 62 Broad Lane is also not in keeping with Victorian style
- Extension would be, useful element to the family home
- No additional traffic/parking issues, just moving the existing basement office onto the ground floor
- No loss of light due to existing boundary treatment including wall and substantial planting
- Use of Whalley Ave as access to Worthington Park is not relevant to the proposed development as is the reference to repair works on Broad Road
- Existing trees/hedges would screen a large proportion of the development from 62 Broad Lane

CONSULTATIONS

None

REPRESENTATIONS

Several representations have been received in relation to the proposal which have been summarised below.

62 Broad Lane- 6/10/2020-Objection

Design

- Not in keeping with existing Victorian style of the area
- Out of scale with the existing property
- Lack of connectivity between the extension and existing dwelling (down into basement then up into proposed extension)
- Overbearing on street-scene, distance between front elevation of proposal and Whalley Ave which impacts on the massing and existing building lines
- Loss of parking space
- Drainage and maintenance issues over roof due to close proximity to boundary wall
- Loss of garden space/greenery

Amenity

- Overbearing on garden and rear windows
- Loss of light due to height of roof against the existing boundary wall
- Party wall issues in basement

5 Whalley Avenue- 7/10/2020-Objection

Amenity

- Loss of light/overbearing to windows in side elevation
- Increased frequency of car traffic due to home office use

- Party wall issues with existing site boundary wall
- Use as a home office/commercial premises is not consistent with existing residential character
- Increased Traffic and parking issues due to deliveries ect.

Design

- Massing and scale of the proposal is too large in relation to existing dwelling and size of the site
- No connection to existing dwelling in terms of appearance
- No connection to the existing street-scene on Whalley Ave in terms of scale/massing
- Loss of open space

Cllr Barry Brotherton- 12/10/2020-Objection

- Too large in scale in comparison to existing dwelling and area
- Design not sympathetic to existing dwelling
- Impact on Street-scene
- Potential increase in commercial use due to use as a home office

7 Whalley Avenue-1410/2020-Objection

- Potential commercial use of property will impact the residential nature of the area
- Additional traffic on top of additional load due to Whalley avenues use as access to Worthington park and road repairs
- Corner is currently a 'blind corner' increased traffic makes it more dangerous
- Size of home office is out of proportion and worried it could potentially be a business premises

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Householder extensions and alterations along with outbuildings are acceptable in principle subject to there being no harm to the character and appearance of the property through unsympathetic design or harm to the amenity of neighbouring properties and residential areas.
2. Whilst objections received raised concern about the nature of the proposal, the proposed home office is to be used by the occupiers of no. 60 and not a separate commercial office. Should it not be ancillary to the use of the main dwelling this would require separate planning permission, with the description of development specifically referencing the use as a home use.
3. Therefore subject to the above the proposal is considered acceptable in principle.

DESIGN AND APPEARANCE

4. The design has been considered in line with Policy L7 and guidance contained in SPD4.
5. The proposed extension would be largely hidden from the street-scene of Broad Lane however as the property is on a corner it is also in view from Whalley Avenue. There is some existing hedge planting along the boundary but this is not considered extensive enough to completely screen the proposal from view and therefore it will impact upon the street-scene from Whalley Avenue.
6. The proposal seeks to develop on land which is mostly occupied by hardstanding/driveway and so it is not deemed an undue reduction in garden area would occur in terms of the amenity of residents. Furthermore, access to the site would not be lost as a result of the proposal.
7. In terms of proportionality, scale and massing, whilst the proposal would be larger than the existing garage structure the scale is considered to be proportionate to the scale of the plot and existing dwelling. The removal of the garage structure from the proposal and increase in distance to the rear boundary (now 5m) as a result of the amendments has provided a sufficient separation to the rear boundary and no. 5 Whalley Avenue.
8. The proposed design and fenestration are considered to better complement the main dwelling than the existing, with the materials to match. The asymmetrical roof design would have limited visibility from Whalley Avenue and is considered acceptable due to the increased impacts on amenity.
9. Overall the scale, design and appearance of the home office is acceptable and considered to comply with policy.

RESIDENTIAL AMENITY

10. Impact on the amenity of neighbouring residents and the occupiers of the application property has been considered in line with Policy L7 and guidance contained in SPD4.
11. SPD4 sets out detailed guidance for protecting neighbouring amenity (paras 2.14 to 2.18) as well as under the relevant section for this type of development (3.3 and 3.4). In terms of its impact on residential amenity the development will be assessed on the extent to which it causes a loss of privacy, extent to which it is overbearing on a boundary and the degree to which it causes a loss of light, to the neighbouring properties.

Impact on 62 Broad Lane

12. The adjoining property benefits from a contemporary rear/side extension with a flat roof which projects for 2m along the common boundary with the application site. The extension proposal would project for 11m from the rear outrigger, increasing in width as it follows the staggered boundary line. The proposed depth is far in excess of the parameters outlined in SPD4. However, the proposed eaves adjacent to no. 62 would measure 2.3m high, which would be level with the lower section of the existing boundary treatment.
13. The existing boundary wall measures 2.7m high for the first 4m projecting from the dwelling, before dropping to 2.3m high. Furthermore the proposed roof would have a shallow pitch, rising to 4m in height at the ridge, at a distance of between 2.5m – 4m from the common boundary. Therefore given the low eaves and shallow pitch it is not considered the proposal would result in visual intrusion or be overbearing to no. 62 Broad Road and therefore in these specific circumstances the development is considered to be acceptable.
14. No new windows in the extension would face the boundary of 62 Broad Lane therefore there would be no loss of privacy to the occupants of this property.

Impact on 58 Broad Lane

15. There is sufficient distance (over 20m) and screening 2no. laurel hedges and several trees which would ensure the proposal does not cause a loss of amenity.

Impact on 5 Whalley Avenue

16. The proposal would be sufficiently distanced (5m) from the shared boundary which consists of a solid brick wall (approx. 2m). There is sufficient distance and screening to ensure the proposal does not cause a loss of amenity.

PARKING AND HIGHWAYS

17. The proposal does not increase the number of bedrooms at the property so no additional parking provision is required. .
18. The fact the proposal is to be used as a home office is not material in reference to highways and parking as the use class would not be altered.

DEVELOPER CONTRIBUTIONS

19. This proposal would create less than 100m² and so is below the threshold for the Community Infrastructure Levy (CIL). No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

20. The scheme has been assessed against the development plan and national guidance and it is considered that the proposed development will result in an acceptable form of development with regard to the amenity of neighbouring residents, and the impact on the street scene and the surrounding area more generally. Whilst the scheme is contrary to SPD4 in terms of the distance it projects along the common boundary, the size and shape of the site and boundary treatments would ensure this impact is not significant such that the amenity of neighbouring properties is adversely affected. Additionally, the amended plans show an elevation which is more architecturally sympathetic to the existing dwelling and residential area more generally.
21. All relevant planning issues have been considered and representations taken into consideration in concluding that the proposal comprises an appropriate form of development for the site. The application is therefore recommended for approval.

RECOMMENDATION

GRANT subject to the following conditions:-

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers; 02-B. 03-B and 04.

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

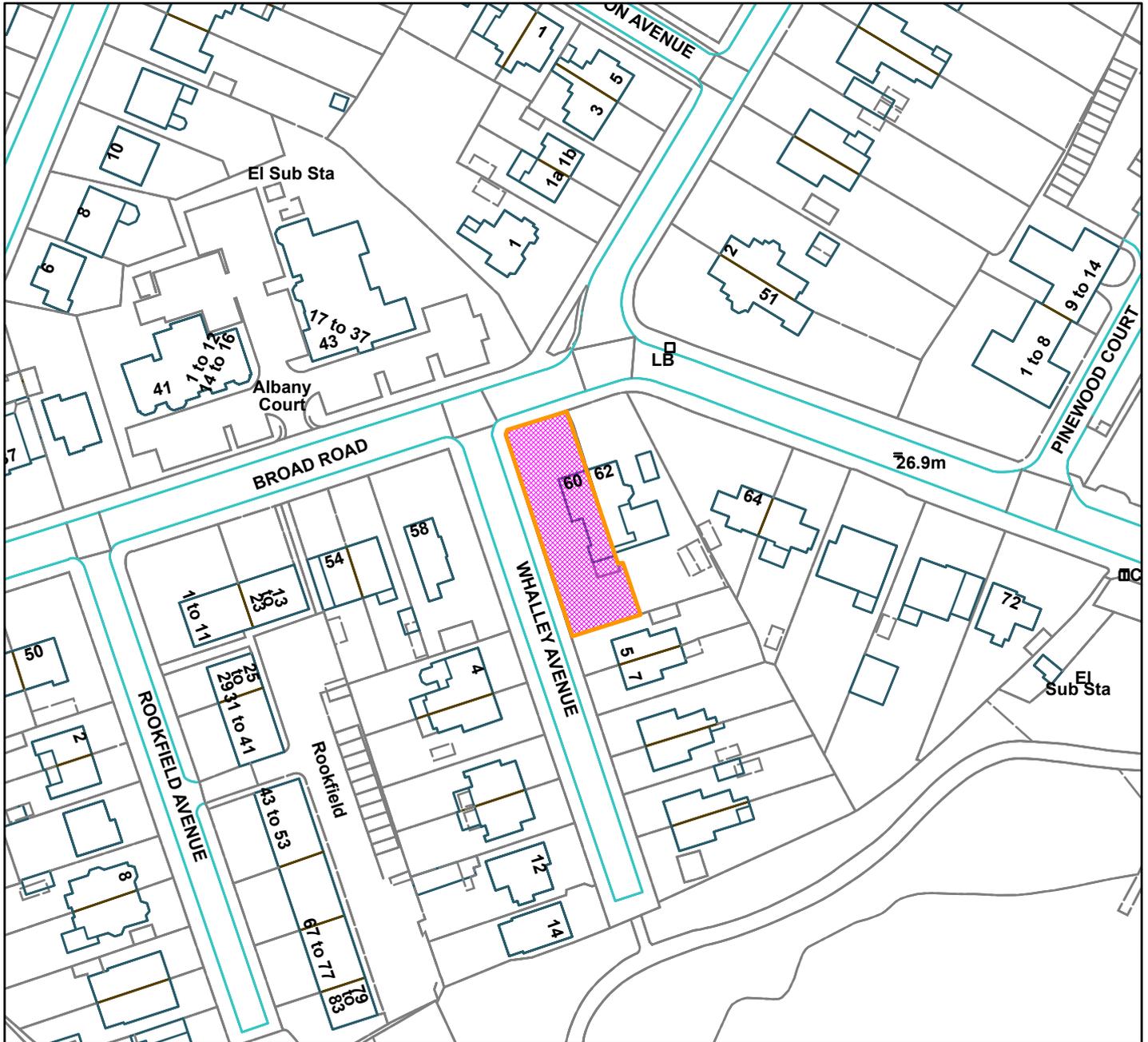
3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the main dwelling.

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

NB



60 Broad Road, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

Application for variation of condition 2 on planning permission 100723/FUL/20 (Demolition of existing dwelling house and erection of a pair of semi-detached dwellings with associated drive and landscaping) to vary the external design in accordance with amended plans

19 Blueberry Road, Bowdon, WA14 3LS

APPLICANT: Mrs Elham Tavakol.

AGENT: Mr Saghir Hussain, Create It Studio Architects.

RECOMMENDATION: GRANT

This application is reported to the Planning and Development Management Committee as the application has received six or more letters of objection contrary to the Officer recommendation of approval.

SITE

The application site comprises of a 0.14ha plot to the north of Blueberry Road, which mainly contains mid-20th Century detached dwellings, although there are several large detached contemporary dwellings along the road. The site accommodates a single mid-20th Century dwelling with front facing box dormers, a flat roof to the rear of the main two storey element, and a single storey rear element. The front of the plot has two vehicle access points leading to an area of hard standing, with a garden to the rear. Boundaries comprise of a low rise brick wall to the front and wood panel fencing to the remainder. The plot includes large amounts of mature vegetation including trees to all boundaries.

The site is bound by residential properties to all sides with a Public Right of Way running along its side (north-west) boundary and an electricity sub-station to the rear (north-east).

The applicant was granted planning permission for the demolition of the existing dwelling house and the erection of a pair of semi-detached dwellings with associated drive and landscaping on 14 August 2020, reference 100723/FUL/20.

PROPOSAL

The original grant of planning permission was subject to several conditions including condition 2 which listed the approved plans.

The applicant seeks approval for a minor-material amendment to this previous grant of planning permission which would allow for a small increase in the height of the approved dwellings' ridge heights, in addition to a minor amendment to the approved front porches, the internal layouts at loft level, and changes to proposed boundary treatments.

Changes From Previously Approved Scheme

- Roof ridge height increased by 0.2m to 8.13m;
- Amended loft level layout comprising of a games room, lounge and store room. The previously approved scheme comprised of a void/storage area at loft level. The amended loft level layout would include front facing loft level lounge windows and rear facing games room windows in contrast to front and rear facing loft level windows serving voids/storage spaces as per the previously approved scheme;
- Amended front porches to project slightly forward of the previously approved porches to the proposed front boundary (7.7m-7.9m from the front boundary, as opposed to 8.06m-8.2m for the previously approved scheme);
- Installation of new 2m high wooden gates between gable elevations and side boundaries, this element not requiring planning permission.

In all other respects the current proposal is the same as that previously approved. The applicant proposes to demolish the current dwelling and erect a pair of contemporary designed semi-detached three bedroom dwellings, Plot 1 to the west and Plot 2 to the east. The dwellings would have front and rear facing gables, single storey side and rear elements and front porches. The front porches and single storey rear elements would have flat roofs.

Internal layouts would comprise of an entrance porch, hallway, office and large open plan kitchen-diner-living room at ground floor; three en-suite bedrooms, one of these in each dwelling having access to a rear terrace at first floor; and loft level games room, lounge and store rooms. The main roof would include several roof lights, with the single storey rear elements having skylights.

External materials would comprise of grey roof tiles, red/buff brick, dark grey timber/aluminium windows and limestone cladding.

The wider plots would have a parking area to the front and hard and soft landscaping throughout. Bin and cycle stores would be positioned to the rear.

The existing front boundary would be retained with metal sliding gates added to the current entrances.

Value Added

Following Officer advice the applicant has amended their proposal through reducing the proposed increase in the main ridge heights.

Section 73 Application

This is an application under s73 of the Town and Country Planning Act and it is noted that when deciding such applications the LPA should normally limit its appraisal to the relevant conditions, albeit it does result in the grant of a new permission. Should this s73 application be approved the other conditions attached to the original grant of

planning permission which have yet to be discharged will continue to be attached to the new permission.

When assessing variation of condition applications the LPA does not only have the option of either approving or refusing the proposed varied condition wording, but also has the power to impose an amended condition, the wording of which has not been requested by the applicant, as well as the option of imposing additional conditions should this be deemed necessary.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

- The **Trafford Core Strategy**, adopted 25 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 19 June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the LDF. Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 - Sustainable Transport and Accessibility;
L7 - Design;
L8 - Planning Obligations.

OTHER LOCAL POLICY DOCUMENTS

Revised SPD1 - Planning Obligations;
SPD3 - Parking Standards & Design;
PG1 - New Residential Development.

PROPOSALS MAP NOTATION

Critical Drainage Area;
Adjacent to Public Right of Way.

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, and a further period of consultation on the revised draft ended on 18 March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) in February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published revised National Planning Practice Guidance (NPPG) on 29 November 2016, and it is updated regularly. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

100723/FUL/20: Demolition of existing dwelling house and erection of a pair of semi-detached dwellings with associated drive and landscaping. Approved 14 August 2020.

98058/FUL/19: Demolition of existing dwelling house and erection of a pair of semi-detached dwellings with associated drive and landscaping. Withdrawn 8 October 2019.

APPLICANT'S SUBMISSION

N/A.

CONSULTATIONS

Local Highway Authority – No objection subject to conditions.

Lead Local Flood Authority – No comment.

Electricity North West – No objection.

Peak and Northern Footpath Society – No comment received.

Greater Manchester Pedestrian Association – No comment received.

The Open Spaces Society – No comment received.

Ramblers Association – No comment received.

REPRESENTATIONS

Letters of objection have been received from 6 neighbouring occupants which raise the following concerns:

- The proposed raised roof ridge would be the same as the previously withdrawn scheme (reference 98058/FUL/19), which was rejected by the Council.
- It would be out of character with other semi-detached dwellings in the area, being much higher than surrounding dwellings. They would be the only three storey houses on the road.
- It would result in an unacceptable privacy impact including through the provision of external balconies, flat roofs and future occupant use of the raised loft level.
- It would result in an unacceptable overbearing/overshadowing impact.
- The proposal would result in an unacceptable increase in the number of residents on the road which would impact its character.
- There is nothing to stop the enlarged loft level being used as additional bedrooms or a granny flat, thereby resulting in a total of 12 bedrooms between the two dwellings. The previous scheme was objected to by local residents in part with reference to its unacceptable parking impact and the applicant is now amending their proposal in a way which would unacceptably exacerbate this issue further. The resulting necessary on-street parking would have an unacceptable visual and road safety impact.
- The latest scheme has larger porches than the previous approval. Allowing these would mean the parking area would be reduced, which in turn would mean cars would park on the road.
- The proposal would unacceptably increase the amount of activity on site.
- It would undermine property values.
- The applicant has recently been granted planning permission. Why does he need to submit a new application?
- Neighbours were assured at the Planning Committee when assessing the previously approved scheme that the dwellings were intended as homes for the applicant and their wider family and it is suspicious that the applicant has now amended their proposal so soon after receiving planning permission.
- The submitted plans do not indicate how they differ from the previously approved plans. Full information is required to allow for a sufficient comparison.

- The LPA did not assess the previously approved scheme in an impartial manner in that they ignored the objections of local residents and even provided the applicant with the opportunity to amend their proposal to ensure it was acceptable. The neighbour requests the LPA does not help the applicant to amend the current proposal in a similar way.
- The assessing officer should carry out an internal site visit to the property on the opposite side of the road to assess the proposal's unacceptable privacy impact from inside the neighbouring dwelling. Should they be unable to do this due to the current pandemic the final decision should be postponed until after the pandemic is over.

OBSERVATIONS

THE DECISION MAKING FRAMEWORK

1. Section 38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, it should be given significant weight in the decision-taking process.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.
3. The NPPF is a material consideration in planning decisions as the Government's expression of planning policy and how this should be applied; it should be given significant weight in the decision making process.
4. The NPPF, at paragraph 11, introduces 'the presumption in favour of sustainable development.' For decision-taking purposes, paragraph 11 (c) explains that 'the presumption in favour' means approving development proposals that accord with an up-to-date development plan without delay. However, where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, paragraph 11 (d) advises that planning permission should be granted unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
5. As per NPPF paragraph 11 where a planning application conflicts with an up-to-date development plan, planning permission should not normally be granted.

6. Policies controlling the supply of housing and design are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11.
7. The Council does not, at present, have a five year supply of immediately available housing land and thus Policies L1 and L2 of the Core Strategy are 'out of date' in NPPF terms.
8. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code.
9. There are no protective policies in the NPPF which provide a clear reason for refusing the development proposed. Paragraph 11d) ii) of the NPPF, the 'tilted balance', is therefore engaged.

The Principle of the Development

10. The principle of the development has been established through the recent original grant of planning permission. The application relates to a variation of the approved plans condition and therefore only matters arising from the proposed amendments to the plans can be considered within the current application.

DESIGN

11. Paragraph 124 of the NPPF states: *The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 states: Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.*
12. Policy L7 of the Trafford Core Strategy states: *In relation to matters of design, development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.*
13. The New Residential Development PG1 states that infill development can be acceptable provided it satisfactorily relates to its context in terms of design and amenity impacts. This type of development will not be accepted at the expense of the amenity of surrounding properties or local area character. The resulting plot sizes and frontages should be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene.

14. Paragraph 2.4 states that: *Whilst the Council acknowledges that the development of smaller urban sites with small scale housing or flat developments makes a valuable contribution towards the supply of new housing in the Borough, the way in which the new buildings relate to the existing will be of paramount importance. This type of development will not be accepted at the expense of the amenity of the surrounding properties or the character of the surrounding area. The resulting plot sizes and frontages should, therefore, be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene. Both the new property and the retained dwelling should comply with the standards set out in these guidelines.*
15. There are a number of large recently constructed dwellings of varied design in the vicinity.

Siting and Footprint

16. The amended proposal would result in a minor change to the dwellings' footprint specifically relating to the proposed porches which would project slightly closer to the front boundary. These changes are considered to be very minor in nature. The proposed dwellings would be located within the centre of the plot largely over the footprint of the current property. They would not result in an overdevelopment of the plot and they would not undermine a strong building line at this point. The dwellings would be acceptably set in from each side boundary.

Bulk, Scale, Massing and Height

17. The amended proposal would result in a small (0.2m) increase in the main roof ridge height. This would be acceptable with reference to the surrounding properties, with the replacement dwellings having a roof ridge height which would be slightly higher than those on either side. The proposed dwellings would have an acceptable visual impact in terms of their bulk, scale, massing and height with reference to the size of the plot and the surrounding context.

External Appearance/Materials

18. The amended proposal would result in minor changes to the design of the front porch elements and the building's front elevation. The proposed dwellings would have an acceptable design in terms of their external features, detailing and proportions. Whilst the dwellings would have flat roofed rear elements these would not be visible within the street scene. The proposed hard and soft landscaping areas are acceptable with reference to the surrounding context. Planning permission would be subject to a standard landscaping condition.
19. The proposed external materials comprising of grey roof tiles, red/buff brick, dark grey timber/aluminium windows and limestone cladding would be acceptable. Planning permission would be subject to a condition requiring the applicant to submit full material details for approval prior to the commencement of above ground development.

20. The development would be acceptably designed with reference to Core Strategy Policy L7, PG1 New Residential Development and the NPPF.

IMPACT ON RESIDENTIAL AMENITY

21. Policy L7 of the Core Strategy states: In matters of amenity protection, development must be compatible with the surrounding area and not prejudice the amenity of the future occupiers and/or occupants of adjacent properties by reason of overbearing, overshadowing, visual intrusion, noise and/or disturbance, odour or in any other way.
22. New Residential Development PG1 requires new residential developments to result in acceptable privacy, overshadowing and overbearing impacts on neighbouring properties, in addition to the provision of acceptable amenity standards for the future occupants of the proposed development.

Privacy and Overlooking

23. The new dwellings would introduce front facing first floor and loft level, together with rear facing ground and first floor, principal habitable room windows. The current proposal differs from the previously approved scheme through its introduction of the front facing loft level lounge windows and rear facing loft level games room windows, whereas the approved scheme front and rear facing loft level windows served a void/storage area. The proposed games room is not considered to be a habitable room, however this room could be converted into a habitable room at a later date.
24. The front facing habitable room windows would face the road and the non-private gardens to the front of the adjacent properties to the south with the closest facing habitable room windows being approximately 31m away. The proposed rear facing ground and first floor habitable room windows and terrace would be a minimum distance of 23.2m from the rear boundary which would be screened by the retained common boundary treatments including mature trees. The properties beyond would be approximately 55m further. Each of these relationships would be acceptable.
25. The proposed rear facing loft level windows would be approximately 23.2m from the rear boundary at its closest point. These windows would not directly face any neighbouring loft level windows, with the closest second floor windows being approximately 78m away. These distances would be acceptable.
26. The proposed side facing ground and first floor windows/doors and side facing terrace elevations would be relatively close to the common side boundaries, however the terrace would have 2m high privacy screens, and none of the side facing windows/doors would be principal habitable room outlooks, with the west facing windows separated from the adjacent property by the intervening public right of way. Planning permission would be subject to a condition that side facing windows must be obscurely glazed.

Overbearing/Overshadowing

27. The current proposal would have a main roof ridge 20cm higher than the previously approved scheme. Whilst it is noted that the new dwellings would have higher roof heights than the existing dwelling and would project further to the rear, the existing dwelling is nevertheless a two storey building and it is not considered that the replacement dwellings would result in an unacceptable additional overbearing impact on the adjacent properties' side facing windows. The position of the proposed rear elevation would remain unchanged from the previously approved scheme.
28. With reference to the adjacent dwelling to the west (No. 17 Blueberry Road) the proposal would introduce two storey elements which would project 3.3m beyond this property's rear elevation, and would be set in 2m from the common boundary. The proposal would also introduce single storey elements which would project 5m beyond this property's rear elevation, and would be set in 1.1m from the common boundary. With reference to the adjacent dwelling to the east (No. 21 Blueberry Road) the proposal would introduce two storey elements which would project 3.3m beyond this property's rear elevation, and would be set in 2.5m from the common boundary. The proposal would also introduce single storey elements which would project 4.8m beyond this property's rear elevation, and would be set in 1.1m from the common boundary. These relationships would be acceptable and it is not considered would lead to an overbearing impact on neighbouring properties. All of these elements are the same as the previously approved scheme.
29. The new dwellings, whilst higher than the current property, would nevertheless not result in an unacceptable additional overshadowing impact on the back gardens of the adjacent properties. This is considered to be the case notwithstanding the fact that the current proposal is 20cm higher than the previously approved scheme.

Occupant Amenity Space

30. The development would provide future occupants with an acceptable level of internal and external amenity space.

Noise/Disturbance

31. The proposal would not result in the introduction of a driveway or parking area close to neighbouring back gardens. It would not result in an unacceptable impact in this regard. The Nuisance consultee has confirmed no objection.
32. The development would not have any unacceptable impact on the residential amenity of the neighbouring residential properties and would provide an acceptable level of amenity for future occupants. Planning permission would be subject to a standard Construction Management Plan condition as well as a further condition restricting future occupant domestic permitted development rights relating to external amendments to ensure acceptable future privacy and amenity impacts. As such, it is considered that the proposed development would comply with Core Strategy Policy L7, PG1 New Residential Development and the NPPF.

HIGHWAYS, PARKING AND SERVICING

33. Core Strategy Policy L4 states: [The Council will prioritise] *the location of development within the most sustainable areas accessible by a choice of modes of transport. Maximum levels of car parking for broad classes of development will be used as a part of a package of measures to promote sustainable transport choices.*
34. Core Strategy Policy L7 states: *In relation to matters of functionality, development must incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.*
35. The Parking SPD's objectives include ensuring that planning applications include an appropriate level of parking; to guide developers regarding the design and layout of car parking areas; to ensure that parking facilities cater for all users and to promote sustainable developments. The Council's parking standards indicate that the provision of two off-road car parking spaces is appropriate for three bedroom dwellings in this location, albeit these are maximum standards.
36. The proposed three bedroom dwellings would each have three parking spaces. The existing vehicle entrances would be retained with new gates added. The proposed front hard standing would be reduced by a small amount compared to the previously approved scheme to account for the current proposal's slight increase in the size of the front porches compared to the previously approved scheme. The LHA has confirmed no objection to the proposal, subject to conditions relating to a construction method statement and to cycle parking. In addition to these, planning permission would be subject to conditions requiring the installation of the proposed parking prior to first occupation, together with full details of the proposed bin stores.
37. It is noted that this consultee has confirmed that notwithstanding the fact the amended loft level could accommodate additional bedrooms, this is nevertheless considered to be acceptable with reference to the fact that the current proposed three on-site parking spaces per dwelling would be an overprovision of parking for the current proposed number of bedrooms and would meet the maximum requirement under SPD3 for properties with four or more bedrooms. Therefore, even if additional bedrooms were to be created, the development would be considered to be acceptable in terms of its parking provision.
38. The development would have an acceptable highway, parking and servicing impact with reference to Core Strategy policies L4 and L7, the Parking Standards and Design SPD3, the New Residential Development PG1 and the NPPF.

DEVELOPER CONTRIBUTIONS

39. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot' zone for residential development, consequently private market houses

will be liable to a CIL charge rate of £80 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

40. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure in the form of six additional trees. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide six additional trees net of clearance on site as part of the landscaping proposals.
41. No affordable housing provision is required as the development falls below the thresholds set within the Core Strategy and the NPPF.

OTHER MATTERS

42. In response to the other points raised in the neighbour objection/comment letters Officers would respond as follows:
43. Whilst Officers note that Blueberry Road currently does not contain any semi-detached dwellings, the proposal is considered to be well designed and the principle of semi-detached dwellings is not considered to be unacceptable at this location and has been accepted in the original permission.
44. Officers do not consider that the proposed raised roof ridge would be the same as the previously withdrawn scheme (98058/FUL/19), which was rejected by the LPA. The current amended proposal would have a roof ridge height of 8.13m whilst the previously withdrawn scheme had a roof ridge height of 8.4m with front facing gable element projecting above the roof ridge to a height of 9.1m. The current proposal's front facing gables do not project above the main roof ridge.
45. Officers do not consider the proposal would result in an unacceptable increase in the number of residents on the road which would impact its character.
46. The proposed enlarged porch footprints, whilst having a larger footprint than the previously approved scheme, would nevertheless maintain an acceptable provision of three off-street parking spaces per dwelling in terms of sufficient parking and manoeuvring space.
47. The proposal's impact on property values is not a valid planning consideration.
48. The applicant has the right to submit a new planning application for an amended scheme.
49. The above assessment explains how the current scheme differs from the previously approved scheme.
50. The LPA assessed the previously approved scheme in an impartial manner. It did not ignore the objection of local residents but instead weighed these against the merits of the proposed development. The fact that Officers worked with the

applicant to amend the original proposal is in line with the Government's requirement that LPAs deal with planning applications in a positive and proactive manner with the aim of securing sustainable development through the planning process.

51. Officers are not required to visit the inside of the objector's property to assess the proposal's privacy impact. The neighbouring property would not be directly overlooked by the proposed development and notwithstanding this it is more than the 21m minimum distance from the new development and as such would be acceptable in this regard with reference to the requirements of the New Residential Development SPG.

PLANNING BALANCE AND CONCLUSION

52. The proposed alterations to the new dwellings are considered to be acceptable and in accordance with Core Strategy Policies L4, L7 and L8, the New Residential Development SPG, the Parking Standards and Design SPD, and the NPPF. As such, in terms of NPPF paragraph 11 d) i), there is no clear reason for refusal of the proposed development.
53. It is considered that the impacts of the proposed amendments, subject to appropriate mitigation through conditions, would be in compliance with the development plan and relevant policy in the NPPF. In terms of NPPF paragraph 11 d) ii), there are no adverse impacts that would significantly and demonstrably outweigh the benefits of granting planning permission. It is therefore concluded that the application should be approved subject to appropriate conditions.

RECOMMENDATION:

GRANT subject to the following conditions:

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers [A1224(02)AP] 001 Rev Q, 002 Rev Q, 003 Rev Q, 004 Rev Q and 005 Rev Q, received 22 October 2020, and 006 Rev R, 007 Rev R, 008 Rev R, 009 Rev R and 010 Rev H, received 23 October 2020.

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

3. No above ground works shall take place unless and until a schedule of design intent drawings have first been submitted to and approved in writing by the Local Planning Authority. The schedule shall provide details in the form of 1:20 drawings and

sections of all window and door reveals and recesses; feature brickwork panels; deep raked mortar joints; eaves and verge joints, and flat roof trim details including proposed materials. Development shall proceed in accordance with the approved schedule of design intent.

Reason: In the interests of visual amenity and design quality, specifically to protect the original design intent of the architect and the quality of the proposed development, having regard to Core Strategy Policy L7 and the National Planning Policy Framework, and the National Design Guide.

4. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples of all materials to be used externally on the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Sample panels shall be constructed on site, and retained for the duration of the build programme, illustrating all proposed brickwork, including decorative brickwork, the type of joint, the type of bonding and the colour of the mortar to be used. Development shall be carried out in accordance with the approved details.

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

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2 Part 1 and 2 (or any equivalent Order following the amendment, re-enactment or revocation thereof)
 - i. No extensions shall be carried out to the dwellings;
 - ii. No windows or dormer windows shall be added to the dwellings.

Other than those expressly authorised by this permission.

Reason: In the interest of visual and neighbour amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. No development shall take place, including any works of demolition and site preparation, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall address, but not be limited to the following matters:
 - i) Suitable hours of construction and pre-construction (including demolition) activity;
 - ii) Measures to control the emission of dust and dirt during construction and pre-construction (including demolition) and procedures to be adopted in response to complaints of fugitive dust emissions;
 - iii) A scheme for recycling/disposing of waste resulting from demolition and construction works;
 - iv) Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity and plant such as generators;

- v) Information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors;
- vi) The parking of vehicles of site operatives and visitors;
- vii) Loading and unloading of plant and materials including access/egress;
- viii) Storage of plant and materials used in constructing the development;
- ix) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
- x) Wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works;
- xi) Contact details of site manager to be advertised at the site in case of issues arising;
- xii) Information to be made available to members of the public.

No fires shall be permitted on site during demolition and construction works.

The development shall be implemented in accordance with the approved CEMP.

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework. The details are required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in adverse residential amenity and highway impacts.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the proposed east dwelling's (Plot 2) side (east) facing ground and first floor windows, and the proposed west dwelling's (Plot 1) side (west) facing first floor windows, shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order), and with the exception of the area shown on the approved first floor layout plan (drawing number 003 Rev. Q) as an external balcony, the flat roof area above the approved single storey rear elements shall not be used as a balcony, terrace, roof garden or similar amenity area, and no railings, walls, parapets or other means of enclosure shall be provided to the approved flat roofs unless planning permission has previously been granted for such works.

Reason: To protect the privacy and amenity of the occupants of the adjacent dwellings, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

9. The site shall be drained via separate systems for the disposal of foul and surface water.

Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. The development hereby permitted shall not be brought into use until the approved external parking spaces have been provided, constructed and surfaced in complete accordance with the plans hereby approved. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) the spaces shall be retained for the parking of vehicles thereafter.

Reason: To ensure that satisfactory provision is made within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. No above ground works shall take place until drawings demonstrating the details of the proposed bin and cycle stores, including their external appearance, have been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be occupied unless and until the bin stores and cycle stores have been provided in accordance with the approved details. The bin stores and cycle stores shall be retained thereafter.

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

12. The development hereby approved shall not be occupied unless and until a scheme for the installation of electric vehicle charging points has been submitted to and approved in writing by the Local Planning Authority. The approved charging points shall be installed and made available for use prior to the development being brought into use and shall be retained thereafter.

Reason: In the interests of promoting sustainable travel, having regard to Policies L4 and L5 of the Trafford Core Strategy and guidance in the National Planning Policy Framework.

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

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. The fencing is required prior

to development taking place on site as any works undertaken beforehand, including preliminary works can damage the trees.

14. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location of six additional trees net of any clearance, together with the formation of any banks, terraces or other earthworks, boundary treatments, materials for all hard surfaced areas (including those to the access road and parking bays), planting plans (including for the proposed green roof), specifications and schedules (including planting size, species and numbers/densities), existing plants/trees to be retained and a scheme for the timing/phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing/phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

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

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

15. Should demolition works or works of dismantling not have taken place before 12 June 2021 no demolition or dismantling works shall take place until an updated bat survey, including an assessment of any changes relating to the potential presence of bats on site and any details of any new mitigation and/or licensing that may be required as a result of new evidence, has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with any mitigation measures set out in the updated bat survey.

Reason: In order to protect any bats that may be present on the site having regard to Policy R2 of the Core Strategy and the National Planning Policy Framework. Best practice indicates (Collins et al 2016) that bat surveys are time limited for between 1 – 2 years as the condition of buildings can change over time.

16. No development shall take place unless and until details of existing and proposed ground levels and proposed finished floor levels relative to previously agreed off-site datum points have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of visual amenity and residential amenity, having regard to Policy L7 of the Trafford Core Strategy and guidance in the NPPF.

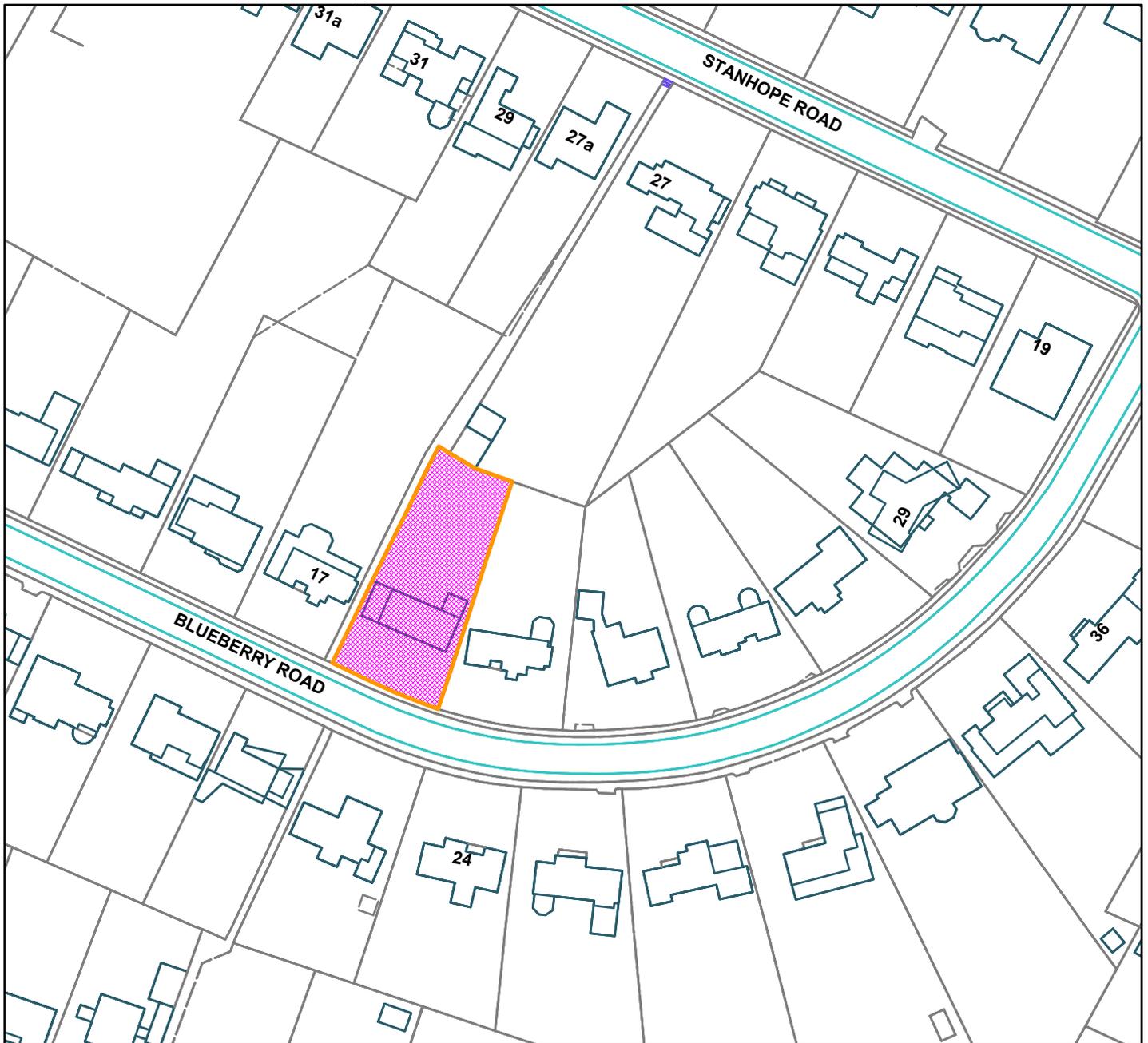
17. The dwellings hereby permitted shall not be occupied unless and until privacy in accordance with the details shown on the approved plans, numbers 006 Rev R and 007 Rev R. The privacy screens shall be retained thereafter.

Reason: In the interests of residential amenity, having regard to Policy L7 of the Core Strategy and guidance in the NPPF.

TP



19 Bluberry Road, Bowdon (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)

Erection of a two storey side extension.

42 Church Road, Urmston, Manchester, M41 9BU

APPLICANT: Mr And Mrs Potter

AGENT: B2 Architecture Ltd

RECOMMENDATION: REFUSE

This application is being reported to the Planning and Development Management Committee as it has been called in by Councillor Kevin Proctor on the grounds that the proposal would not be an over-dominant form of development and would not have a detrimental impact on the character or visual appearance of the street scene.

SITE

The application relates to a two storey semi-detached property located on the northern side of Church Road on the outskirts of Urmston Town Centre and on the southern side of the Manchester to Liverpool railway line that runs east to west. The application site is of regular configuration and is on the north western corner of the junction with Walmsley Grove, with an electricity substation on the other side which is surrounded by a privet hedge and a grassed area to its frontage. The eastern side elevation of the application property is aligned with the eastern elevations of No.1 and No.2 Chetwynd Avenue; and No.1 Shanklyn Avenue. To the north of this there is a bend in the highway to accommodate a newer development within the old sidings of Urmston Railway Station.

The property itself has a single storey rear extension that projects 3.4m to the rear across the width of its rear elevation and marginally protrudes out towards its eastern side, with a mono-pitched roof to the rear elevation and gabled side elevation. The property is characterised by brickwork at ground floor level and white render with quoining details at first floor level. An open frontage and hardstanding provides space for 3no. off-street car parking spaces. The side and rear garden areas are enclosed by a vertical panelled fence up to a height of 1.8m. There is a laurel hedge along the common rear boundary and within the curtilage of the adjoining property, No.44. There is a detached garage with access from Walmsley Grove to the rear of No.1 Chetwynd Avenue, with a single storey side extension to that property also.

PROPOSAL

The applicant proposes the erection of a two storey side extension to create a family room, utility room and rear store area at ground floor level, with a fourth bedroom and

an ensuite to its rear at first floor level. No window openings are proposed along the side elevation at either ground or first floor level.

The extension would be 3.8m in width and have its front and rear elevations aligned with the original property. The proposed extension's roof ridge and eaves would align with the existing property and windows and quoining details would also be to match. All materials are proposed to match the existing.

The siting of the proposed extension would enclose the existing space between the dwelling and the side boundary in common with Walmsley Grove, with only approximately 0.15m being retained between the front corner of the extension and the fence line, increasing marginally to approximately 0.3m at its rear corner. The existing hardstanding to the front of the property is proposed to be retained, which would accommodate 3no. vehicles. The side and rear boundaries are to be retained as existing.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

For the purpose of the determination of this planning application, these policies are considered 'up to date' in NPPF Paragraph 11 terms with the exception of maximum parking standards in L4.

OTHER LOCAL POLICY DOCUMENTS

SPD3 – Parking and Design

SPD4 – A Guide for Designing House Extensions and Alterations

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) on the 19th February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

MHCLG published the National Planning Practice Guidance on the 6th March 2014, and is updated regularly. The NPPG will be referred to as appropriate in the report.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31st October 2016, and a further period of consultation on the revised draft ended on 18th March 2019. The GMSF is not yet at Regulation 19 stage and so will normally be given limited weight as a material consideration. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

42 Church Road

84018/PAH/2014 - Erection of a single storey rear extension with a projection of 3.4 metres beyond the original rear wall, a maximum height of 3.6 metres and eaves height of 2.3 metres. Application for prior approval under Part 1 of Schedule 2 Class A of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013. Prior Notification not required November 2014.

44 Church Road

H/58718 - Erection of a two storey side extension and a part single, part two storey rear extension following the demolition of the existing garage. Approved May 2004.

46 Church Road

H/56668 - Erection of two storey side extension following demolition of existing garage. Approved September 2003.

1 Chetwynd Avenue

93170/HHA/17 - Demolition of existing garage and erection of a single storey side and rear extension. Refused January 2018.

92723/HHA/17 - Erection of a part single/part two storey side and a single storey rear extension and demolition of the existing garage. Withdrawn.

APPLICANT'S SUBMISSION

Scale plans and Application Form.

CONSULTATIONS

Electricity North West

The development is shown to be adjacent to or affect Electricity North West's operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. If planning permission is granted the applicant should verify such details by contacting Electricity North West, Land Rights & Consents, Frederick Road, Salford, Manchester M6 6QH.

REPRESENTATIONS

No representations from neighbouring properties have been received.

Councillor Kevin Proctor has expressed support for the application, stating that the proposed extension would not be an over-dominant form of development, and would not have a detrimental impact on the character or visual appearance of the street scene and making the following additional comments: -

- There would be no impact on the prevailing spacious feel of the area as the trees and hedge (on the opposite side of the road) allow a softer, spacious character. The trees and hedge are practically on the boundary of the plot and do not diminish the spacious nature of the site. The roof ridge of the extension would be lower than existing trees. There would also be no negative impact upon neighbouring properties as a result of the proposed extension.
- 2no. neighbouring properties on Church Road have had the same extension and a property three doors away has a single storey with lean to over. Corner properties at Wendover Road and Beech Avenue (on the same side of their junctions as the application property) are higher buildings and closer to the boundary. The proposed extension is therefore very aligned to the character of the area, and it would have no negative impact. SPD4 3.3.2 allows for each case to be considered individually, and I would request that the specific nature of this locality and existing buildings be taken into account.
- Although accepting that the development would not exactly match all the strict conditions of SPD4, the development would have no detrimental impact on the prevailing character or street scene of the area. This is due to the very specific nature of the locality and the type of existing properties along Church Road and nearby locations.

OBSERVATIONS

Principle of Development

1. The application relates to a residential extension within a predominantly residential area. Therefore, the development should be assessed against the requirements and limitations of Policy L7 of Trafford's Core Strategy in relation to amenity impacts and the design and appearance of the proposal. The proposal would increase the proposed number of bedrooms from 3no. to 4no, so should also be assessed against the requirements of Policy L4 of the Trafford Core Strategy.

Design and Appearance

2. National guidance requires all development be of good design. Policy L7 of the Trafford Core Strategy requires development take inspiration from, enhance and protect the character and appearance of the host dwelling and wider area. SPD4 lays out specific requirements that most householder developments should adhere to in order to achieve this.
3. SPD4 includes general guidance relating to side extensions:

3.1.1 Side extensions can have a prominent visual impact on the appearance of your dwelling and they can remove gaps from the street scene that help define the local character. Side extensions should be appropriately scaled, designed and sited so as to ensure that they do not:

- *Appear unacceptably prominent,*
- *Erode the sense of spaciousness within an area*
- *Detract from a dwelling's character*
- *Adversely affect the amenities of neighbouring properties (paragraph 3.1.1)*

3.1.7. All side extensions should have regard to the following aims:

- *Proposals should be proportionate and complementary, in height and width, to the size of the original dwelling.*
- *Generally, side extensions that are over half the width of the original property can appear prominent in relation to the main dwelling. Side extensions should not be so wide that they detract from the original dwelling.*
- *Extensions should be in keeping with the prevailing pattern of residential development and not erode the amount of space surrounding the dwelling...*
- *The front wall of an extension should not usually be flush with the front wall of the house as the tothing of old and new brickwork usually looks unsightly. A setback of as little as half a brick length will allow a neat join.*

- *Extensions should not project forward of the front elevation.*
- *The architectural style, materials and window design should match and complement the original house...*

3.1.8. Semi-detached properties are normally designed as a symmetrical pair, in form and detail. An extension to a semi-detached house which is poorly designed can unbalance the symmetry of the properties and disrupt the original design. To avoid this, extensions to semi-detached properties should not be excessively wide, match and complement the original detailing, ideally be set back from the front elevation and not dominate the dwelling to detract from the original character. The roof design of extensions should match the main roof of the semi-detached pair.

4. The proposed side extension would be aligned with both the front and rear main elevations of the property and the proposed eaves and ridge heights would match those of the original dwelling house. A hipped roof system to correspond with the existing property is also proposed. The original property has a width of 6.1m and the proposed two storey side extension would have a width of 3.8m filling almost the entire width of the existing gap between the property and its side boundary. The guidance within SPD4 (3.1.7) recommends that side extensions should be *“proportionate and complementary, in height and width, to the size of the original dwelling”*. In addition to this, the guidance states that *“Generally, side extensions that are over half the width of the original property can appear prominent in relation to the main dwelling. Side extensions should not be so wide that they detract from the original dwelling”*.
5. The two storey side extension would be in excess of half the width of the original property and there would be no set back from the front elevation. Furthermore, the proposed roof ridge would align with the main ridge rather than being set lower to make it appear more subordinate. It is therefore considered that the proposed extension would appear relatively wide and not subordinate to the original property. However, the proposed windows would be appropriately scaled and sited; and materials and detailing would match the existing finish.
6. Notwithstanding this, it is considered that the key issue is the impact of the development on the spaciousness of the street scene. As such, the development would also need to be considered against the restrictions as laid out within ‘3.3 Corner Properties’ of SPD4:

3.3.1 Extensions on corner properties, between the side of the house and the road, can appear unduly prominent and obtrusive, particularly if they come forward of the general line of the fronts of neighbouring properties. Extensions in these locations should not be visually over-dominating or disrupt the sense of openness between the properties and the street scene.

3.3.2. Each case must be considered individually, however a proposal is more likely to be acceptable if:

- There is plenty of space between the property and the back of the pavement on the road and the extension only takes up a small proportion of this space, which in most cases will not be more than 50% of the garden*
- The proposal is in keeping with the building line and does not appear over-dominant in the street scene*
- There is sufficient space left between the extended property and the back of the pavement to maintain the character of the surrounding area*
- If the extension is set back from the front corner of the house*
- If the extension is single storey rather than two storey*
- The design of the proposal helps to minimize the visual impact on the street scene*

3.3.3. As well as satisfying the above criteria, generally, a minimum separation distance of 2m must be maintained between the edge of any single storey extension and the site boundary. These minimum separation distances may need to be exceeded however for two storey extensions or to safeguard the prevailing spacious character, and in any case will take into account the building line and extent of side garden remaining.

7. The application property occupies a corner plot at the junction of Walmsley Grove and Church Road in a prominent position within the streetscene. Its side elevation is aligned with the corresponding corner properties of No.1 Chetwynd Avenue, No.2 Chetwynd Avenue and No.1 Shanklyn Avenue with a similar sense of space retained between their side elevations and their eastern boundaries in common with Walmsley Grove. This current space provided between the house and Walmsley Grove contributes positively to the character of the area and is reflected on the other side of the junction where there is a substation with hedging and grass that creates an open and verdant corner within this suburban part of Urmston.
8. The proposed extension would envelope almost the entire area between the dwelling and the side boundary with a two storey side extension measuring 3.8m in width and 8m in depth aligning with both the front and rear elevations of the existing property. The proposal fails to comply with the minimum separation distance of 2m to the side boundary for extensions on corner plots that is recommended in SPD4. It is considered that the development, by reason of its overall size, scale and massing and proximity to the side boundary, would result in an over-dominant form of development that would impact negatively upon the spaciousness of this junction and be disproportionate to the existing house.
9. The proposed extension would also extend well beyond the building line of the side elevations of the other properties on this side of Walmsley Grove when one moves in a northerly direction, which would disrupt the rhythm of development in

the immediate area. It is also considered that the enclosure of space at the junction would be visually intrusive when approaching Church Road from Shanklyn Avenue and Chetwynd Avenue and would reduce the sense of spaciousness at the junction and the scope of the views towards the southern side of Church Road which forms part of the area's character. Furthermore, the positioning of the large, blank two storey side elevation almost directly on the back of the footpath on Walmsley Grove would have a particularly dominant impact when viewed by pedestrians on this adjacent footpath. For the above reasons, it is considered that the proposed extension would represent an unduly cramped form of development that would be over-dominant and obtrusive in the street scene and would harm the spacious character of the area.

10. Whilst there have been other two storey side extensions along the northern side of Church road at nos. 44 and 46, these are not corner plots and these types of extensions would therefore be subject to different guidance in SPD4. By virtue of the fact that they are not sited on corner plots, it is considered that they have a much less dominant impact in the street scene. Furthermore, they were also approved a significant number of years ago, prior to the adoption of SPD4 in 2012. These cases are therefore not directly comparable to the current proposal.
11. It is recognised that there are properties on the corners of Wendover Road and Beech Avenue (further along Church road to the west) that have two storey and three storey side elevations within 2m of the back of the pavement on these roads. However, these properties are not visible within the immediate context of the application property and relate to a different type of street scene with a generally higher density of development. It is therefore considered that these examples are also not comparable with the application proposal which is viewed specifically within the context of the smaller and more spacious semi-detached properties on Walmsley Grove, Chetwynd Avenue and this section of Church Road itself.
12. In addition, it is recognised that there are trees and a hedge on the boundary of the substation site on the opposite side of the road and that the trees have a greater height than the proposed extension. However, by their nature, these have a softer impact on the character and visual appearance of the area that is not comparable with a two storey brick wall.
13. It is recognised that the junction has a less built up and more verdant character than other junctions within the area due to the lack of a property located on the other side of the highway and it is considered that this contributes positively to the character and appearance of the general area. In this context particularly, it is considered that the cramped and over-dominant appearance of the proposed development would be out of keeping with the character of the street scene.
14. It is therefore considered that the proposed development would appear unduly cramped, over-dominant and out of keeping with the spacious character of the

area, disrupting the sense of openness within the street scene at this prominent junction. As such, it is considered that the development would have a detrimental impact on the character and appearance of the street scene and the surrounding area and would fail to comply with policy L7 of the Trafford Core Strategy, guidance in SPD4 and guidance in the NPPF in relation to good design.

Residential Amenity

15. National Guidance and Policy L7 of the Trafford Core Strategy require development to result in no detrimental amenity impacts. As the development relates to a residential extension within a predominantly residential area the key amenity considerations are overlooking, overshadowing and overbearing. SPD4 lays out specific tests and requirements that development should adhere to in order to ensure amenity is safeguarded.

Impact upon 1 Chetwynd Avenue

16. In relation to the property directly to its rear, the proposed two storey side extension's rear elevation would align with the existing rear elevation of the application property, maintaining the original gap of 10.1m to the rear boundary; and 17m to the two storey rear elevation of 1 Chetwynd Avenue. Although the development would be directly to the south of this neighbouring property, it would be offset from it and would not project further towards the common boundary with this property. It is therefore considered that the proposal would not result in any undue overbearing or overshadowing impact on the occupiers of this property.

17. The proposed development proposes an ensuite bathroom window at first floor level in the rear elevation which would be no closer to this boundary than the existing first floor windows and could be conditioned to be obscure glazed and non-opening up to 1.7m above floor level if the application were to be approved. It is therefore considered that there would be no undue overlooking impact on the occupiers of no. 1 Chetwynd Avenue.

Impact upon other neighbouring properties

18. Given the juxtaposition of the proposed development with relation to the siting of neighbouring properties, their private garden areas and habitable areas, with adequate distances provided to the dwellings on the opposite side of Church Road, no other properties would be unduly affected by the proposed development.

Conclusion

19. The proposed development would not result in any unacceptable amenity impacts on any neighbouring properties, complying with the tests set out within SPD4, and the overall aims of Policy L7 of the Trafford Core Strategy and national guidance in terms of impact on residential amenity.

Parking

20. The proposed extension would increase the number of bedrooms from three to four. SPD3 sets out a maximum parking requirement of three spaces for a four bedroom house. 3no. parking spaces are located at the front of the property. Therefore, it is considered that the proposed development would be acceptable in terms of parking provision.

DEVELOPER CONTRIBUTIONS

21. The total additional floor space proposed is less than 100sqm and therefore not subject to the Community Infrastructure Levy (CIL).

PLANNING BALANCE AND CONCLUSION

22. The proposed development would result in no harm to neighbouring amenity and would be acceptable in terms of parking provision, in line with the relevant elements of Policies L4 and L7 of the Trafford Core Strategy and national guidance in these respects.
23. However, due to its width, height, scale, massing, design and proximity to the eastern side boundary with Walmsley Grove, it is considered that the proposed development would appear cramped, over-dominant and out of keeping with the spacious character of the area. As such, it is considered that the development would have a detrimental impact on the character and visual appearance of the street scene and the surrounding area and would fail to comply with policy L7 of the Trafford Core Strategy and guidance in the NPPF in relation to good design.

RECOMMENDATION

REFUSE for the following reason:

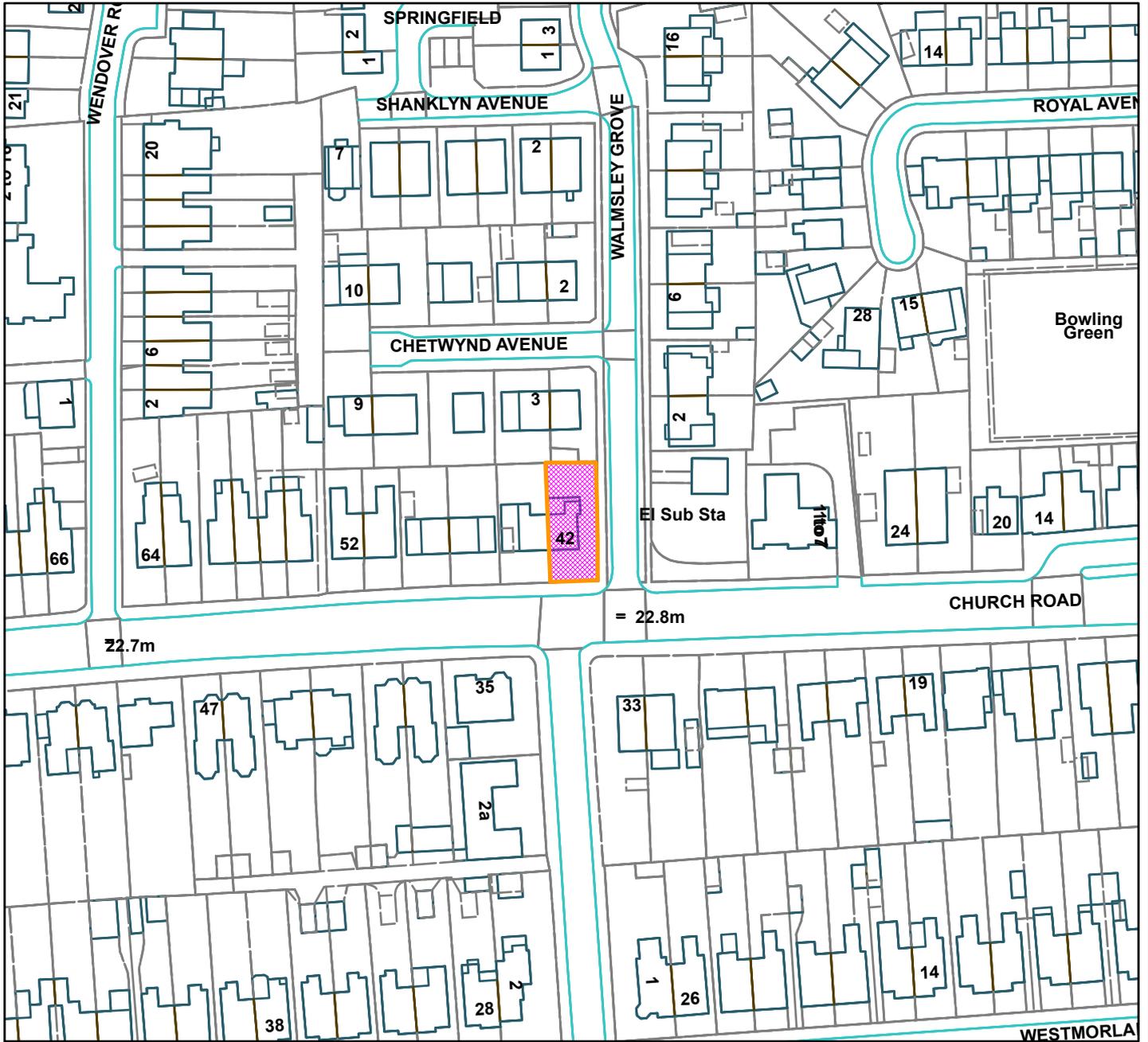
1. The proposed development, by reason of its width, height, scale, massing, design and proximity to the side boundary with Walmsley Grove, would result in a disproportionate and cramped form of development that would be over-dominant and out of keeping with the spacious character of the area. As such, the proposed development would have a detrimental impact upon the character and visual appearance of the street scene and the surrounding area. The

development would thereby fail to comply with Policy L7 of the Trafford Core Strategy and guidance in the NPPF relating to good design.

GD



42 Church Road, Urmston (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 10/12/2020
Date	27/11/2020
MSA Number	100023172 (2016)